



Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20)
 Salvador, Brazil, 16 – 18 November 2022

Agenda Item 5: GREPECAS Work Program
 5.3 GREPECAS Work Program

GREPECAS WORK PROPOSAL FOR THE 2022-2025 TRIENNIUM

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper describes the future work of GREPECAS as a planning and implementation group for air navigation services and infrastructures.	
Action:	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Air Navigation Capacity and Efficiency • Safety • Economic Development of Air Transport • Environmental Protection
<i>References:</i>	<ul style="list-style-type: none"> • ICAO Assembly Resolutions related to Air Navigation • Annex 3 – Meteorological services for international air navigation • Annex 10 – Aeronautical Telecommunications • Annex 11 – Air Traffic Service • Annex 14 – AGA • Annex 15 – Aeronautical Information Service • GANP Project – Seventh Edition • GREPECAS/19 and e-PPRC/4 meetings • Work of the Panels of Experts of the ICAO air navigation areas.

1. Introduction

1.1 The GREPECAS Planning and Execution Group's main objective is the implementation of air navigation services and infrastructure in the Caribbean and South American Regions.

1.2 The main tool for this implementation planning, as well as their follow-up, is the Regional Air Navigation Plan.

1.3 The ICAO panels related to Air Navigation, continually review the ICAO Annexes and Documents, proposing new Standards and Recommended Practices (SARPs) and Procedures that should then be followed up by GREPECAS.

1.4 The Global Air Navigation Plan is a document of constant revision, to harmonize with the other ICAO Global Plans and update the modules of Aviation System Block Upgrades (ASBU) and the Basic Building Blocks (BBB)

2. Analysis

2.1 The CAR/SAM Regional Air Navigation Plan Project has reviewed and updated Volumes I and II of the Plan. Additionally, it has been formulated in the new Vol. III. In this process, it was possible to observe, as positive feedback, that the States have resumed analysis activities of the requirements of the Regional Air Navigation Plan. At the same time, the development of States' capacities regarding performance-based planning and management of Key Performance Indicators (KPI) has been promoted.

2.2 The States have worked on the review of the requirements of Volumes I and II and amendments to these requirements have been conducted. Additionally, in the formulation of Vol. III, the States have worked on aligning this Volume with the National Air Navigation Plan.

2.3 On the other hand, the Meeting could consider that GREPECAS/19 has approved the creation of the Data Analysis Working Group (DAWG), which aims to follow up on the implementation of air navigation services in the States and present it in a Dashboard.

2.4 The Meeting should also note that ICAO submitted for consideration at the 41st ICAO Assembly, the proposal for the Seventh Edition of the Global Air Navigation Plan (GANP). This version of the GANP contains amendments to the BBBs of the Aeronautical Information Service (AIS) area, modifications to the ASBU, both in element and in a block, a mapping between the BBBs and the Protocol Questions (PQ) of the Universal Safety Oversight Audit Programme (USOAP), and the inclusion of KPIs for the Key Performance Areas (KPA) of Operational Security.

2.5 Likewise, the meeting should take note that ICAO is developing the electronic version of the Regional Air Navigation Plan, with a focus on its management at the end of 2023 or the beginning of 2024.

2.6 Additionally, it should be considered that, in 2020, ICAO, in compliance with Resolution A40-10, issued the Cybersecurity Action Plan. Considering that this aspect cuts across all aviation areas, it will be important to include it in the GREPECAS Work Plan in order to identify sensitive air traffic management systems, as well as the databases that support air navigation services, in order to implement procedures to protect the same from cyber-attacks and promote the culture of cyber security. It should be noted that, during Assembly 41, in Item 14, the States reaffirmed the need to have the Aviation Cybersecurity Plan.

2.7 Additionally, ICAO Panel plan modifications and amendments to ICAO Annexes and Documents. The plans for each area are under the **Appendix** to this note.

2.8 Considering these projections, GREPECAS should plan the management of the Regional Air Navigation Plan and follow up on the planned implementations for the next five years, according to the evolution of the work of the ICAO Panels of Experts transmitted via proposed amendments. to ICAO Annexes and Documents.

2.9 Additionally, follow-up should be given to the Planning for the implementation of the GANP Vision, in its seventh edition, which includes Safety Key Performance Indicators (KPI).

2.10 Therefore, the future GREPECAS Work Program should include:

- a) Strengthening of the DAWG
- b) Follow-up program of the valid Resolutions of the ICAO Assembly, referring to ATM;
- c) Review and planning program for the implementation of the GANP vision;
- d) Program to review and update the Regional Navigation Plan aligned with the vision of the GANP;
- e) Follow-up program of the National Air Navigation Plans aligned to the Regional Air Navigation Plan and the GANP
- f) Air navigation implementation monitoring program including the latest requirements of the amendments to the Annexes and Documents related to each topic.
- g) Strengthen the joint work with the RASG-PA considering what is included in the seventh edition of the GANP, in relation to the area of Safety.

3. Conclusion

3.1 GREPECAS should establish the Air Navigation Implementation Programs in accordance with the latest amendments to the Annexes and Documents referring to the five specialties (Air Traffic Management - ATM, Communications, Navigation and Surveillance - CNS, Aeronautical Information Management - AIM, Meteorology - MET, and Aerodromes and Ground aids - AGA).

3.2 GREPECAS should include, in its Work Plan, as one of the strategic pillars, the Follow-up Program for the National Air Navigation Plans and the Regional Air Navigation Plan (RANP), considering the formulation of Vol. III of the RANP and the amendments to the Global Air Navigation Plan.

3.3 GREPECAS must work on a Program of Implementation and Performance Indicators, for which the deliverables (outcomes) of the Data Analysis Working Group will be very important.

3.4 GREPECAS should give greater impetus to joint work with RASG-PA in order not to overlap efforts to design actions that lead to the analysis and promotion of the preparation and measurement of the new KPIs in the area of Safety included in the seventh edition of the GANP.

4. Suggested actions

4.1 The Meeting is invited to:

- a) analyze the information contained in this working paper and its **Appendix**;
 - b) review the work proposal contained in 2.10
 - c) formulate work programs for the tasks listed in 2.10 that are not yet included in the current program; and
 - d) consider other actions they deem appropriate.
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