Quinta Reunión Virtual del Comité de Revisión de Programas y Proyectos (CRPP) del GREPECAS (eCRPP/05)
En línea, 20 – 21 de abril de 2022

Cuestión 4 del
Orden del Día: **Otros asuntos**

REPORTE DEL GREPECAS A LA COMISIÓN DE NAVEGACIÓN AÉREA

(Presentada por la Secretaría)

RESUMEN EJECUTIVO
La presente nota informativa incluye los reportes del RASG-PA y GREPECAS elevadas a la Comisión de Navegación Aérea para su consideración, revisión, comentarios y oportunidades de mejoras.

Objetivos Estratégicos:	• Seguridad Operacional • Capacidad y eficiencia de la navegación aérea • Desarrollo económico del transporte aéreo • Protección del medio ambiente
Referencias:	• Reporte de las Reuniones del GREPECAS/20 y del RASG-PA/12 • Reporte de las Secretaría de GREPECAS y RASG-PA a la Comisión de Navegación Aérea (ANC) de la OACI

1. Introducción

1.1 Las Reuniones del RASG-PA/12, GREPECAS/20 y la segunda reunión conjunta RASG-PA/GREPECAS tuvieron lugar en Salvador, Bahía – Brasil, del 14 al 18 de noviembre del 2022.

1.2 Los reportes del RASG-PA/12 y GREPECAS/20 fueron enviadas, por la Secretaría, al Bureau de Navegación Aérea, en febrero del 2023.

1.3 La Secretaría preparo el reporte de ambas reuniones, para la Comisión de Navegación Aérea (ANC).

2. **Cronología de la preparación y preparación del reporte**

2.1 La Secretaría debe elevar a la Grupo de Trabajo de Revisión Estratégica y Planificación (WG-SRP) de la Comisión de Navegación Aérea de la OACI GREPECAS/20 a la ANC –SRP. La presentación de los resultados de las reuniones GREPECAS/20 y RASG-PA/12 fue el 15 de febrero del 2023.

2.2 Para cumplir con este trámite, la Secretaria, en forma conjunta con el RASG-PA, elaboró una presentación (ppt) conjunta. La presentación de esta información debe ser por parte de la presidencia del GREPECAS y los Co-Chair de RASG-PA. La presentación remitida al WG/SRP se encuentra como Apéndice a está NI (disponible solo en inglés).

2.3 La presentación de todos los PIRGS y RASGs al Consejo se dará por ANC el día 15 de marzo, donde los PIRG y RASG estarían como observadores. Los reportes y las presentaciones de los PIRG y RASG, al SRP, es para la preparación del reporte al Consejo de la OACI.

2.4 Para una primera revisión, por parte de la secretarse llevó adelante una teleconferencia con el Presidente y Vice – Presidente del GREPECAS, el 2 de febrero del 2023, considerando que el reporte debía enviarse el 5 de febrero del 2023, al Bureau de Navegación Aérea (ANB) antes de remitirse al WG/SRP de la ANC.

2.5 La presentación de los reportes del RASG-PA/12 y GREPECAS/20 fue realizada por los Co-Chair de RASG-PA y el Presidente y Vice-Presidente del GREPECAS el 15 de febrero del 2023.

3. **Consideraciones finales**

3.1 La Secretaría ha demostrado un excelente nivel de coordinación entre los Grupos Regionales de RASG-PA y GREPECAS.

3.2 Se han recibido comentarios muy alentadora, por parte de la ANC por el trabajo logrado de ambos grupos regionales, así como de la coordinación regional entre grupos mencionado en el punto anterior.

3.3 Las recomendaciones elevadas por ambos grupos regionales fueron bien recepcionadas por la ANC y comentaron que lo remitirían a los Paneles de estudios para su revisión y consideración.

3.4 Se invita a la Reunión a tomar nota de la información incluida en el reporte a la ANC.

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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)

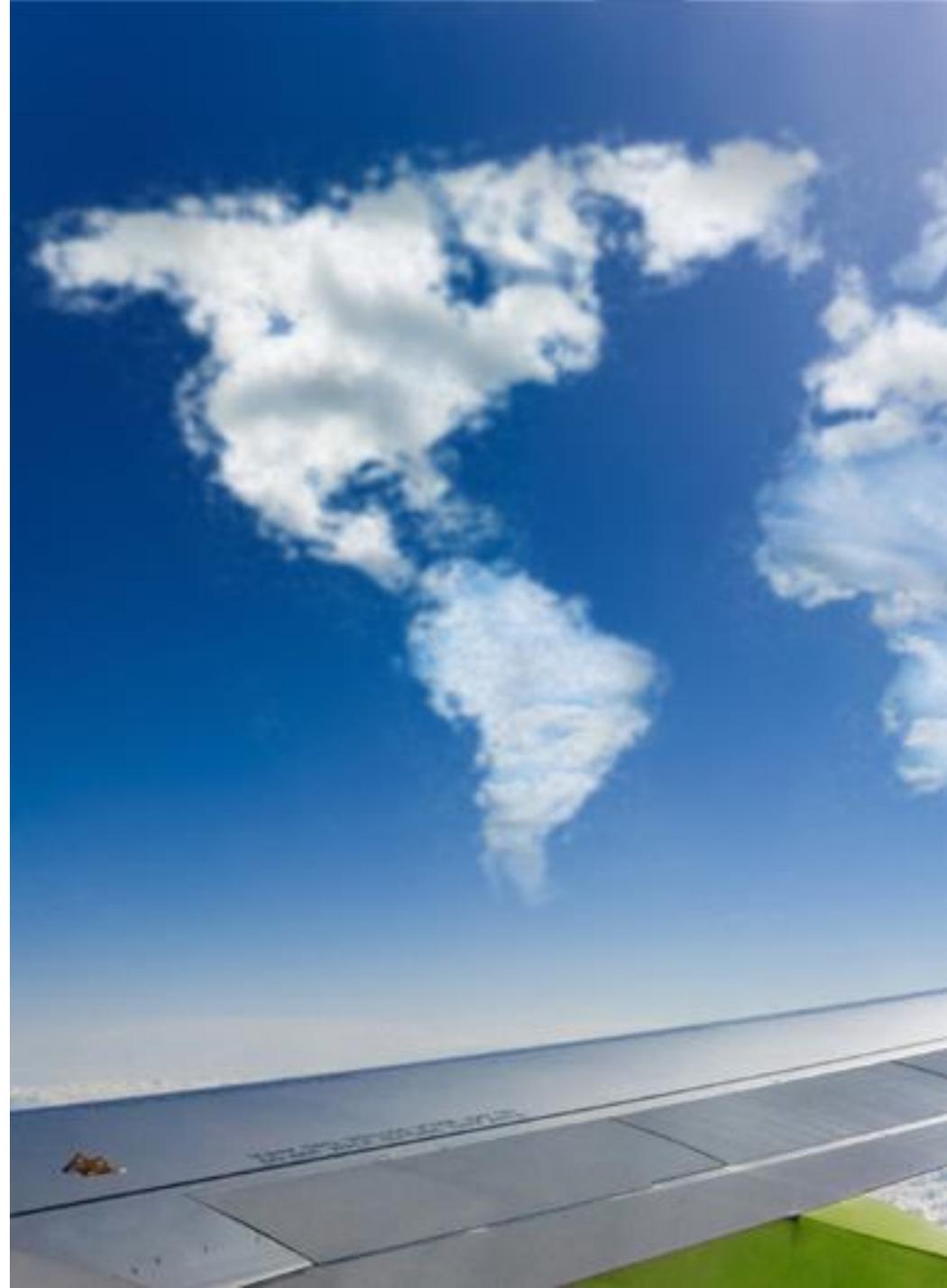1.89 accident rate in 2022 (Up to 31 October 2022)

Sustained decreasing accident rate

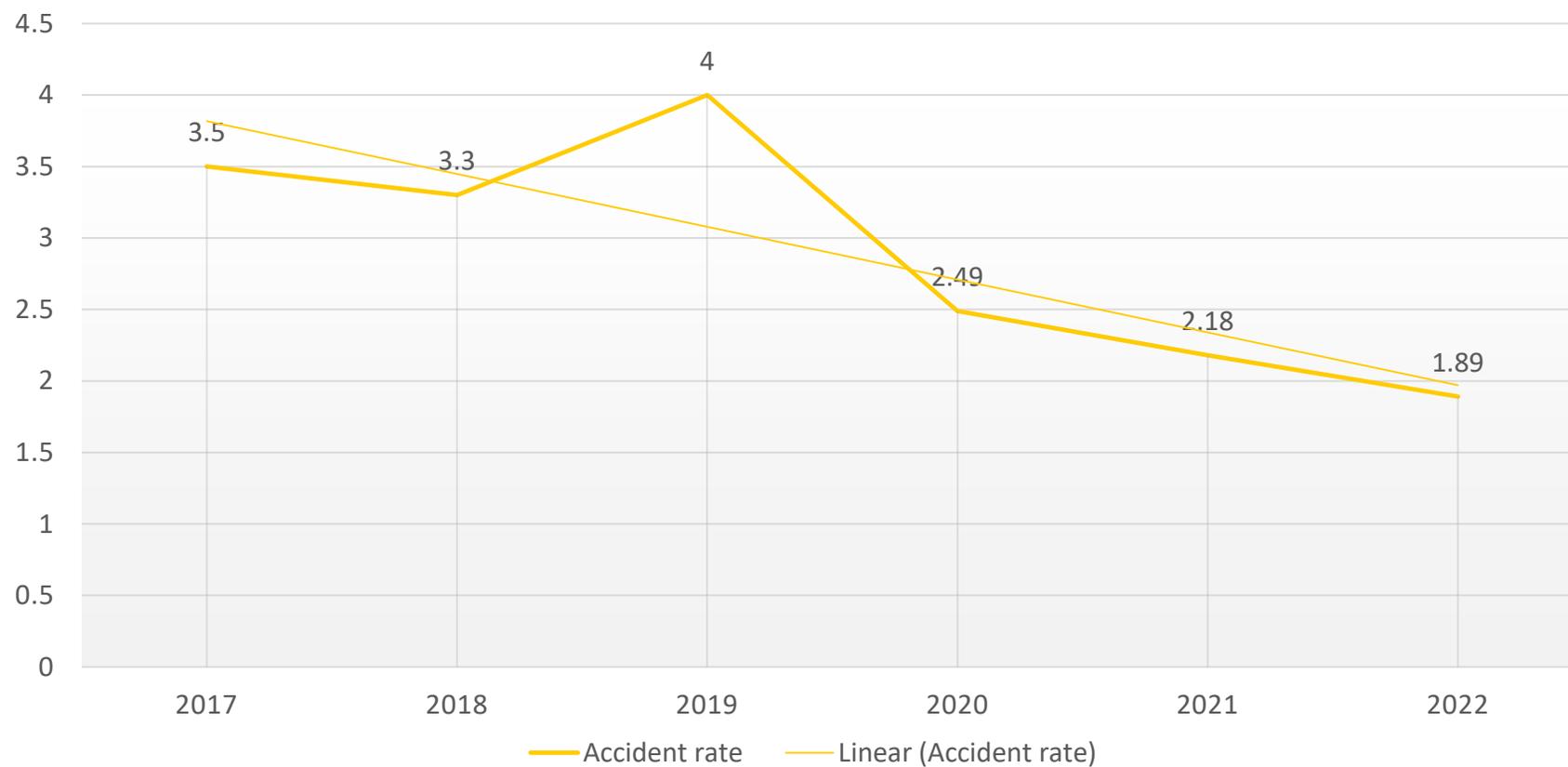RASG-PA enhanced data-driven decision making process

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

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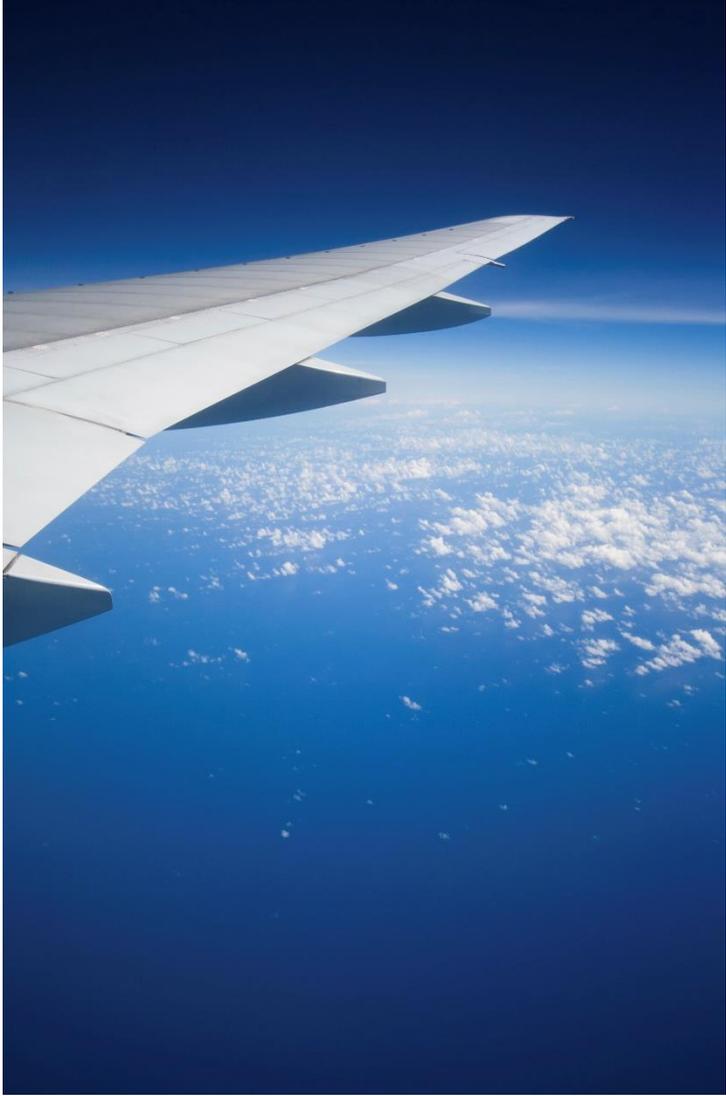
RASG-PA Work Programme in 2022/2023

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 <u>no further postponements arise</u>. 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.
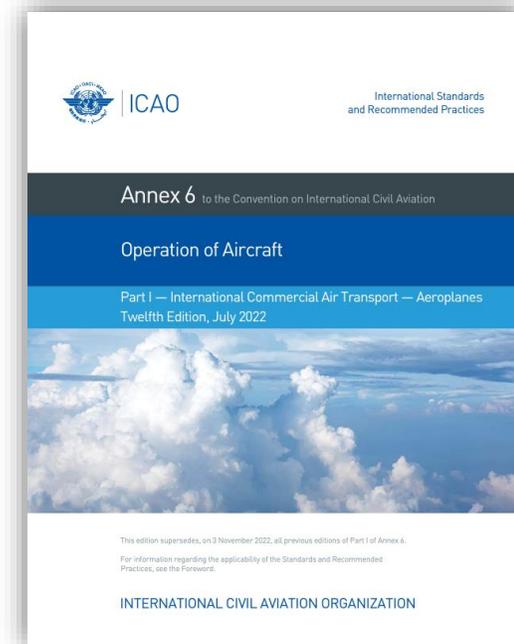
RASG-PA Recommendation to the ANC

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.

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Doc 9734

Safety Oversight Manual
Part A – The Establishment and Management
of a State Safety Oversight System

Third Edition, 2017

Approved by and published under the authority of the Secretary General

INTERNATIONAL CIVIL AVIATION ORGANIZATION

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.

Doc 10004

Global Aviation Safety Plan

2023–2025

Approved by and published under the authority of the Secretary General

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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

GLOBAL STRATEGIC
LEVEL 1

GLOBAL TECHNICAL
LEVEL 2

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REGIONAL
LEVEL 3

NATIONAL
LEVEL 4

MULTILAYER STRUCTURE OF THE GANP

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

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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

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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

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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

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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

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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

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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

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GREPECAS Procedural Handbook

Manual de Procedimientos del GREPECAS
Seventh Edition | Séptima Edición
2020
Version | Versión 2.1

—— 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

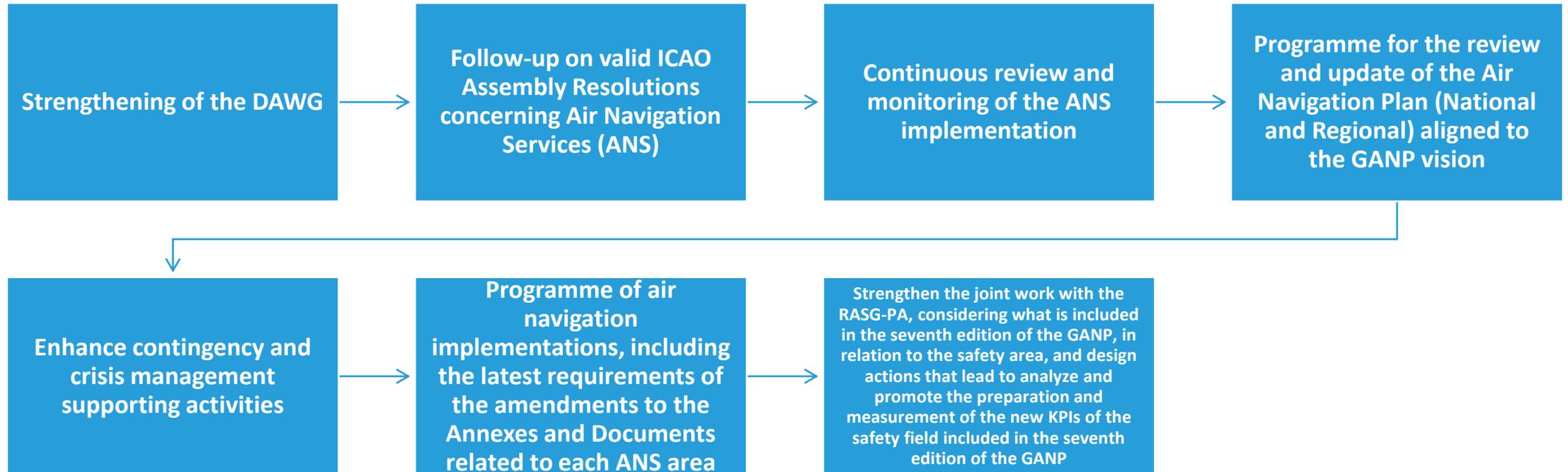### The CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF)

- 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

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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.

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GREPECAS Work Programme 2023-2025

Strengthening of the DAWG

Follow-up on valid ICAO Assembly Resolutions concerning Air Navigation Services (ANS)

Continuous review and monitoring of the ANS implementation

Programme for the review and update of the Air Navigation Plan (National and Regional) aligned to the GANP vision

Enhance contingency and crisis management supporting activities

Programme of air navigation implementations, including the latest requirements of the amendments to the Annexes and Documents related to each ANS area

Strengthen the joint work with the RASG-PA, considering what is included in the seventh edition of the GANP, in relation to the safety area, and design actions that lead to analyze and promote the preparation and measurement of the new KPIs of the safety field included in the seventh edition of the GANP

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.
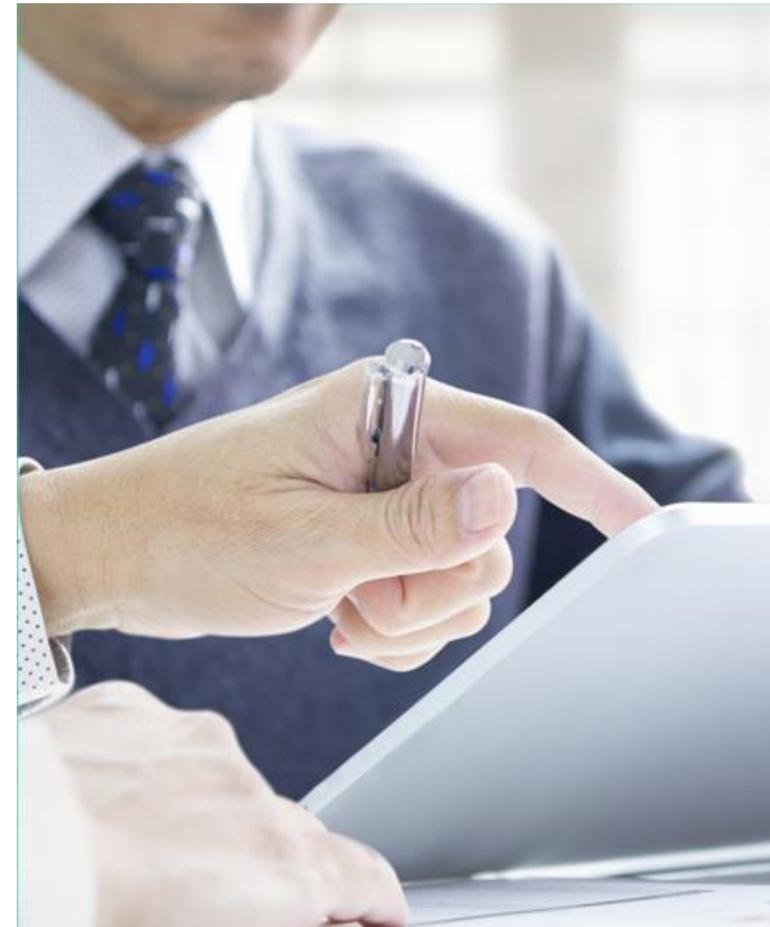
GREPECAS Recommendations to the ANC

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.

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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.

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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.

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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)