



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

- Agenda Item 2: Review of the Programmes and Projects of the CAR/SAM Planning and Implementation Regional Group (GREPECAS)**
- 2.3 Important aspects of the new version of the Global Air Navigation Plan**
- 2.3.3 GANP and GASP relationship in CAR/SAM Regional Plans**

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

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This Working Paper summarizes the request made by the ICAO 41st Assembly for States to work together on air navigation implementation activities through the Global Air Navigation Plan (GANP) and integrate safety requirements through the GASP.	
Action:	Suggested action under item 3 of this Working Paper.
<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 and Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/20), November 2022

1. Introduction

1.1 The NACC and SAM Regional Offices have programs to comply with the responsibilities established in the GANP and GASP. In both cases, the responsibilities are closely linked to the operational aspects pursued by these programmes.

1.2 The Assembly endorsed the 2023-2025 edition of the GASP and the seventh edition of the GANP to serve as global strategic guidance for safety and air navigation system evolution.

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

1.4 The Resolution also urges Member States to devise sustainable solutions in order to fully exert their responsibilities for air navigation and safety management, an objective that can be achieved by sharing resources and information in their different operational aspects, through the use from internal and/or external resources, such as regional and subregional organizations and data collection systems and expertise from other States.

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

1.6 Urges Member States to demonstrate the necessary political will to adopt the necessary corrective measures to correct safety and air navigation deficiencies, including those observed in the audits of the Universal Safety Oversight Audit Programme (USOAP), through the GASP, the GANP and the ICAO regional planning process.

1.7 Urges Member States, industry, and financial institutions to provide the necessary support for a coordinated implementation of the GASP and GANP, as well as regional and national plans, avoiding duplication of efforts.

1.8 Urges States and invites other stakeholders to cooperate in the formulation and implementation of regional, subregional, and national plans that are based on the framework of the GASP and GANP plans.

2. Global Aviation 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), held in Salvador, Brazil from 15 to 18 November 2022, important decisions have been taken that impact the activities of the North American, Central American and Caribbean Working Group Meeting (NACC/WG) as implementation arm of GREPECAS projects.

2.2 At the moment, coordination is being carried out between the Regional Offices to avoid duplication of efforts in the development of GASP tasks.

2.3 The following conclusions affect the NACC/WG action plan:

CONCLUSION/DECISION RASG-PA/C14/2022		MANAGEMENT OF SAFETY KPIS IN THE FRAMEWORK OF JOINT WORK GREPECAS/RASG –PA	
What: That, The Secretariat, in conjunction with States and Industry, plan and develop activities for the Management of the KPIS of the key area of Operational Safety stipulated in the seventh edition of the GANP, in the joint framework GREPECAS/RASG –PA.		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 global GANP and GASP plans, and considering the transversal aspect of the management of Vol. III of the Regional Navigation Plan (RANP) and the Programs of State Security (SSP).			
When: First semester 2024		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:		ICAO NACC and SAM Regional Offices	

CONCLUSION/DECISION RASG-PA/C15/2022		AD HOC GASP-GANP GROUP	
What: 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 Considering the Formulation of Vol. III of the Regional Plan of Navigation (RANP) and State Security Programs (SSP): The Secretariat with the States proceed to establish an Ad-Hoc Group, with focal points for Air Navigation and Operational Safety, for analyze the transversality of these 3 KPIS in the RANP and SSP and establish coordinated work programmes to evaluate the implementation of the 3 KPIS		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: 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 is imperative to establish cross-cutting tasks, so as not to duplicate effort and Optimize resources.			
When: Report progress in RASG-PA/13		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:		Secretariat RASG-PA/Secretariat GREPECAS	

3. Suggested Actions

3.1 The participants and especially the rapporteurs of the different Task Groups are invited to:

- a) review the information provided in this Working Paper;
- b) discuss and support the decisions made and the establishment of work sessions for the development of mechanisms to address the joint issue of GASP/GANP;
- c) incorporate the actions that apply into the action plans of the different task groups; and
- d) take any other action deemed necessary.

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