



- Agenda Item 1: Follow-up to conclusions and decisions adopted by SAM/IG meetings and presentation of air navigation results at a global, interregional and intraregional level**

## RESULTS OF THE GREPECAS/18 MEETING

(Presented by the Secretariat)

### SUMMARY

This paper presents the results of the GREPECAS/18 meeting, held in April 2018, on topics supplementary to global/regional air navigation implementation and to PBN and ATFM projects for the SAM Region.

It is felt important for SAMIG participants to receive feedback on GREPECAS discussions and to analyse the results of said meeting, in order to derive elements of judgment and criteria that will benefit decision-making.

### References:

- Report of the GREPECAS/18 meeting
- Reports of PPRC/4 and PPRC/3 meetings
- Report of the SAMIG/20 meeting

## 1. Background

1.1 The Twenty-Eighth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18) was held in Punta Cana, Dominican Republic, on 9-14 April 2018.

1.2 Agenda Item 4 of the GREPECAS/18 meeting was devoted to the analysis of the performance framework for regional air navigation planning and implementation: The review of programmes and projects. Under this agenda item, projects under the PBN Programme and the ATFM Programme for the SAM and CAR Regions were analysed. According to the agenda for this SAMIG Meeting, these topics are addressed in separate working papers, specifically for the SAM Region.

1.3 As may be seen from the report of the GREPECAS/18 meeting, the conclusions and decisions of the meeting were presented in the format requested by the Air Navigation Commission (ANC) in WP 8993 (6/11/2015), Progress report of the *ad hoc* working group in PIRG and RASG reports (item No. 20036).

1.4 The final report of the aforementioned meeting is posted on:

[https://www.icao.int/SAM/Documents/2018-GREPECAS18/1GRP18\\_InformeFinal.pdf](https://www.icao.int/SAM/Documents/2018-GREPECAS18/1GRP18_InformeFinal.pdf)

## 2. Discussion

### *PBN approach charts, transition of RNAV to RNP*

2.1 The GREPECAS/18 meeting was presented with high-level information on the transition plan being drafted by ICAO for feedback from the regions. ICAO Regions were requested to take into account the transition of RNAV to RNP in the regional plans, and to make sure sufficient time is assigned to this task for successful implementation of the new charts.

2.2 Regarding the above, the GREPECAS/18 meeting adopted the following decision:

DECISION GREPECAS/18/12		RNAV TO RNP CHARTING TRANSITION
That:	Expected impact:	
The task forces in charge of GREPECAS Programme A develop a regional implementation strategy for the transition of RNAV to RNP nomenclature in approach charts.	<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: To support harmonised transition of chart nomenclature from RNAV to RNP.		
When: No later than June 2018. High priority.	Status: Adopted by GREPECAS/18	
Who: <input type="checkbox"/> Coordinators <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others:		

2.3 Within the agenda for this SAM/IG Meeting, a working paper has been submitted to specifically address this issue.

### *Cyber-security and cyber-resilience*

2.4 The results of the Workshop on civil aviation cyber-security, held in Montego Bay, Jamaica, on 20-23 March 2018, were reported to the meeting. These results considered the action taken by the Cyber-security Programme of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG). It was concluded that State authorities should assign due importance to this important and delicate matter:

- assigning the necessary resources to personnel training at all levels of civil aviation, but mainly for information and communication technology (ICT) experts;
- establishing cyber-security incident response teams (CSIRT) for civil aviation;

and

- developing procedures in accordance with national criteria, to be implemented by the cyber-security response teams (CSERT), in order to manage and counteract potential attacks against civil aviation.

2.5 Regarding ICAO Assembly Resolution A39-19, the Meeting took note that while ICAO was working on a unified regulatory requirement framework to strengthen cyber-security, the FAA was working with partners within the context of ICAO, as well as with its partners in the Regions for the identification of threats and risk of possible cyber-security incidents in critical civil aviation operations and systems, and the promotion of a common understanding among partners of cyber-threats, risks, and mitigation of cyber-security incidents.

2.6 GREPECAS/18 endorsed these initiatives. Several States expressed interest in participating in an initial drill proposed by the FAA in coordination with ICAO, extending the scenarios to various air navigation areas involving data management, particularly critical data in electronic/digital format.

2.7 The Director of Air Navigation at ICAO Headquarters noted that work was underway to find a means, in the first instance, to defend oneself from attacks and, in a second instance, to recover therefrom, with emphasis on the exchange of data, and urged CAR and SAM States to move forward on this important topic as soon as possible.

#### *Volume III of the CAR/SAM e-ANP*

2.8 It was noted that, regarding Volume III of the regional electronic air navigation plan (e-ANP), ICAO recommended a performance-based approach for proper ASBU selection and implementation, and that there were two performance-based plans, which were not harmonised, one for NAM/CAR and the other for SAM.

2.9 In this sense, IATA considered that it was essential for all CAR/SAM stakeholders to have both performance-based implementation plans (NAM/CAR RPBANIP and the SAM PBIP) replaced by Volume III of the CAR/SAM ANP.

2.10 In this regard, it was recalled that Decision PPRC/4-3 postponed the issuance of Volume III of the e-ANP in order to align it to the sixth edition of the GANP, to be published in 2019, which would address performance-based implementation in greater detail. The meeting agreed on the importance of harmonising performance-based air navigation plans through Volume III of the CAR/SAM ANP, in accordance with the aforementioned Decision PPRC/4-3.

#### *Air navigation goals of the Declaration of Bogota*

2.11 Likewise, it was noted that the Fourth Meeting of Air Navigation and Flight Safety Directors (AN&FS/4) of the SAM Region had analysed the progress made in the attainment of the goals of the Declaration of Bogota. The Fifteenth Meeting of Civil Aviation Authorities (RAAC/15) updated the progress made in this regard. Upon expiration of the deadlines for the Declaration goals in December 2016, the groups, with the support of Project RLA/06/901, continue with the planning and implementation in the MET, AIM, AGA, CNS and ATM areas through implementation meetings.

2.12 GREPECAS/18 highlighted that the commitments set forth in the Declaration of Bogota (and of Port-of-Spain in the case of the CAR Region) have been an important element of integration and

commitment towards air navigation implementation in the two Regions, without overlooking the fact that these Declarations must be seen as a political guide signed by the States in consensus.

2.13 GREPECAS/18 was invited to continue working towards a harmonised implementation within a new project management scheme, emphasising the identification of State and regional requirements, and clearly defining the relationship with users and all stakeholders, as well as a new accountability approach.

*Standard project methodology for RASG-PA and GREPECAS*

2.14 GREPECAS/18 took note that, after seven years of work applying a project-based approach, it had not been possible to identify opportunities for improvement in various aspects, including: document control, reporting, participation of stakeholders and communication with States, interface with RASG-PA (Regional Aviation Safety Group-Pan America), performance indicators, etc.

2.15 The meeting also noted that the RASG-PA procedural handbook stipulated that the Executive Committee (ESC) could establish working groups/committees, as needed, to support the investigation, implementation and prioritisation of RASG-PA activities. These would report to the ESC and the duration of their activity would be established by the ESC.

2.16 During the discussions, GREPECAS/18 repeatedly highlighted the need for greater coordination of efforts and projects between both Regions, and the need for better communication to States of progress and challenges in implementation. The Secretariat indicated that, through effective implementation of a proven and recognised project management methodology, the aforementioned concerns would be resolved.

2.17 It was agreed to recommend that both groups (RASG-PA and GREPECAS) apply a common and mutually recognised project management approach (based on PMI, PRINCE, etc.). Accordingly, the Secretariat was charged with analysing options available for the project management (PM) approach, in order to submit them to the ESC and GREPECAS for their approval.

### **3. Suggested action**

The Meeting is invited to take note of the information provided as feedback on GREPECAS/18 discussions, and to analyse the results of said meeting in order to generate elements of judgment and criteria to support decision-making by SAM/IG.

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