



**GESEA**

Grupo de Estudio  
e Implantación del  
Espacio Aéreo SAM

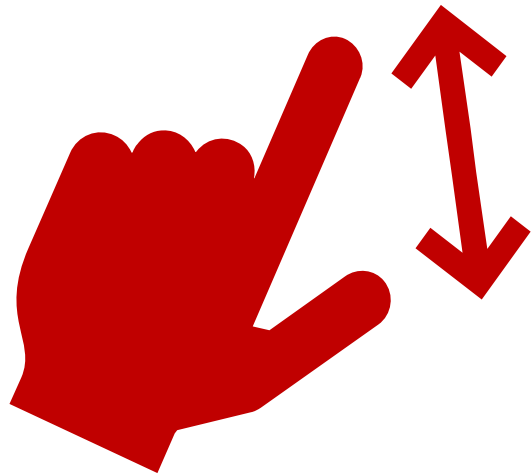
**RLA/06/901 – Novena Reunión plenaria del Grupo de Estudio e  
Implantación del Espacio Aéreo SAM – GESEA/9  
(Lima, Perú, 13 al 17 de abril de 2026)**

- **RESULTADOS DE GREPECAS**

Oficial Regional Fernando Hermoza ATM/SAR  
OACI SAM



# Strategic Approach Towards the Implementation of Air Navigation Improvements



GREPECAS/23 Meeting

Mexico City, Mexico, 4-6 March 2026

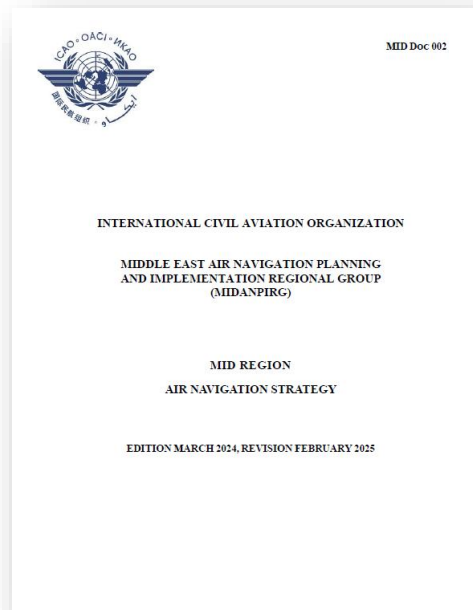
Fernando Hermoza

ATM/SAR Officer – ICAO SAM Regional Office

## Agenda Item 11: Strategic Approach Towards the Implementation of Air Navigation Improvements

- proposal for a strategic model for the implementation of air navigation priorities will be presented to grant the alignment of all components of GREPECAS, specifically the programme B
- Harmonization of ANS implementation work in the Panamerican Region
- Approach to an Air Navigation Implementation Programme (aligned with the GANP, ASBU Framework, and Performance Framework) with the ICAO Strategic Plan 2026 – 2050
- A42 recommendations alignment
- more effectiveness organization to better identify and work on the priorities in the CAR/SAM Regions.
- Better alignment with Safety, Security and other ANS related areas

# Background

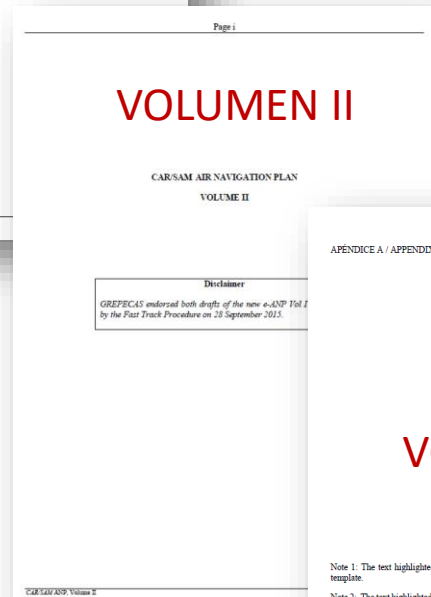
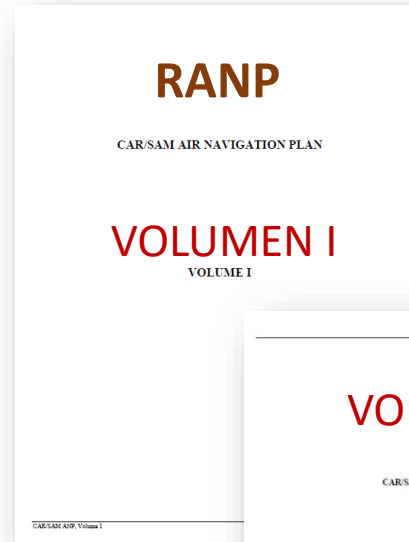


- WP/4.2 - GANP Eighth edition
- WP/6.2 - Improving Implementation Planning and Monitoring.  
Appendix – MID Doc 002 - MID REGION AIR NAVIGATION STRATEGY
- IP/6.1 - Proposal for the RANP Volume III Template – improvement for ASBU implementation and monitoring

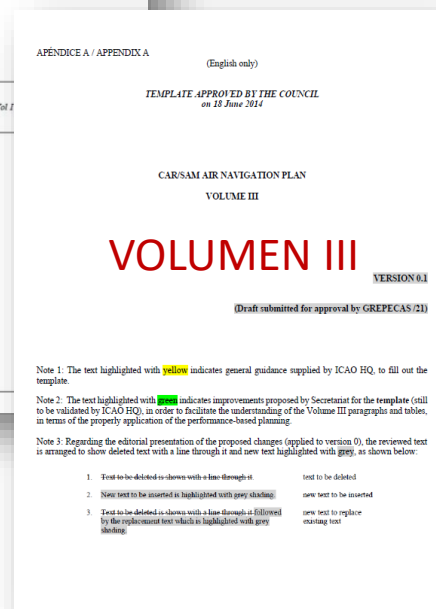
# GANP



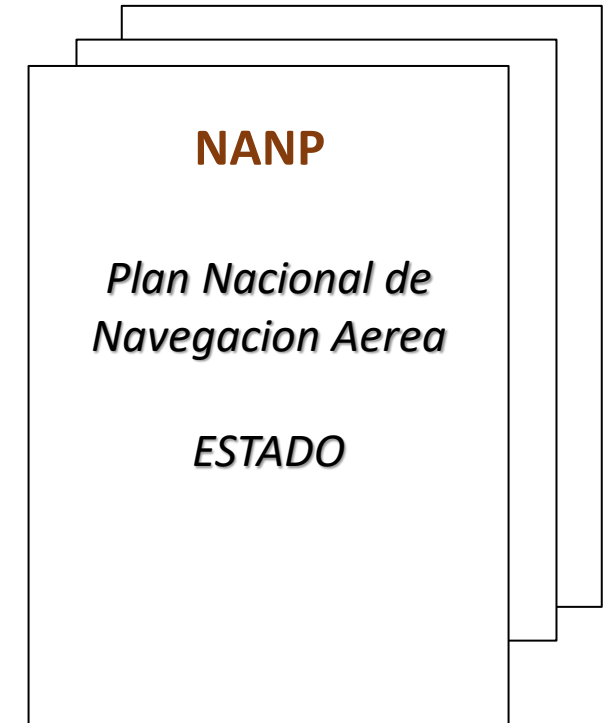
Stable elements



Dynamic elements



Dynamic/flexible elements



# Alignment

# ICAO Strategic Plan 2026 - 2050

VISION: A safe, secure and sustainable international civil aviation system that connects the world for the benefit of all nations and people.

## Three Essential Aspirations

### Net-Zero Carbon Emissions

Achieve net-zero carbon emissions by 2050 for international civil aviation operations.

### Connected Transport System

Serve as an integral part of a thriving, connected, accessible, inclusive, and affordable transport system for people and goods, contributing to socio-economic development, while ensuring no country is left behind.

### Zero Fatalities

Achieve zero fatalities in international aviation from accidents and acts of unlawful interference.

## Strategic Goals



**Every Flight is Safe and Secure**



**Aviation is Environmentally Sustainable**



**Aviation Delivers Seamless, Accessible, and Reliable Mobility for All**



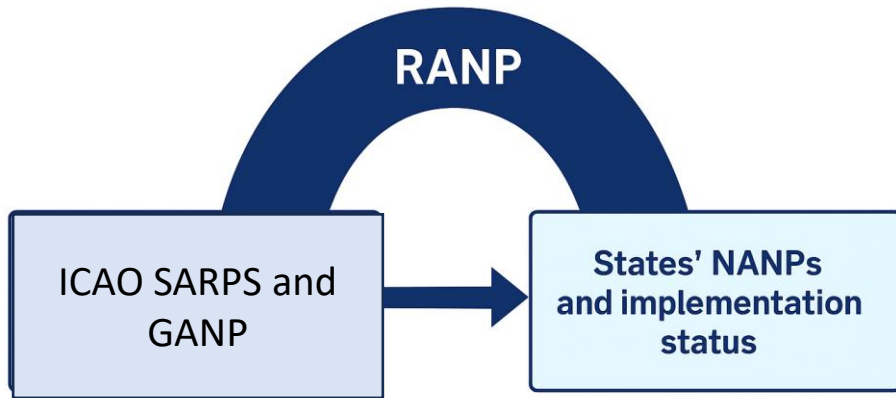
**No Country Left Behind**



**The International Civil Aviation Convention and Other Treaties, Laws and Regulations Address All Challenges**



**The Economic Development of Air Transport Assures the Delivery of Economic Prosperity and Societal Well-Being for All**



The RANP represent the **bridge** between, on one side, the global provisions (ICAO SARPs, PANs, **etc**) and the GANP, and on the other side, the States' NANPs and implementation status.

**How to strengthen and activate the GANP > RANP > NANP interconnection, to implement improvements in CAR/SAM Regions?**

**Let us propose a “model”....**

# ASBU threads

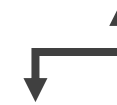
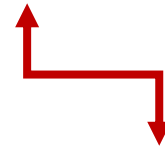
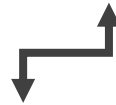
Operational	
ACAS -Airborne Collision Avoidance System (ACAS)	NOPS-Network Operations
ACDM -Airport Collaborative Decision Making	OPFL-Improved access to optimum flight levels in oceanic and remote airspace
APTA-Improve arrival and departure operations	RSEQ-Improved traffic flow through runway sequencing
CSEP -Cooperative Separation	SNET-Ground-based Safety Nets
DATS Digital Aerodrome Air Traffic Services	SURF-Surface operations
FRTO-Improved operations through enhanced en-route trajectories	TBO-Trajectory-based operations
GADS-Global Aeronautical Distress and Safety System (GADSS)	WAKE-Wake Turbulence Separation

Interdependences?

Technology		
ASUR	Surveillance systems	Technology
COMI	Communication Infrastructure	Technology
COMS	ATS Communication service	Technology
NAVS	Navigation systems	Technology

Information		
AMET	Meteorological Information	Information
DAIM	Digital Aeronautical Information Management	Information
FICE	Flight and Flow Information for a Collaborative Environment (FF-ICE)	Information
SWIM	System Wide Information Management	Information

Interdependences?



# ASBU threads

## Operational

ACAS -Airborne Collision Avoidance System (ACAS)	NOPS-Network Operations
ACDM -Airport Collaborative Decision Making	OPFL-Improved access to optimum flight levels in oceanic and remote airspace
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**METRICS**  
↓  
**IMPLEMENTATION**

**PERFORMANCE IMPROVEMENT**

↑  
**KPI' S and Pls**

## Information

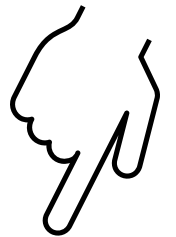
AMET	Meteorological information	Information	📄	⌵
DAIM	Digital Aeronautical Information Management	Information	📄	⌵
FICE	Flight and Flow Information for a Collaborative Environment (FF-ICE)	Information	📄	⌵
SWIM	System Wide Information Management	Information	📄	⌵

**METRICS**

## Technology

ASUR	Surveillance systems	Technology	📄	⌵
COMI	Communication infrastructure	Technology	📄	⌵
COMS	ATS Communication service	Technology	📄	⌵
NAVS	Navigation systems	Technology	📄	⌵

**METRICS**



← **Bedrock ?**

# Operational (example)

## FRTO threads – Improved operations through enhanced en-route trajectories

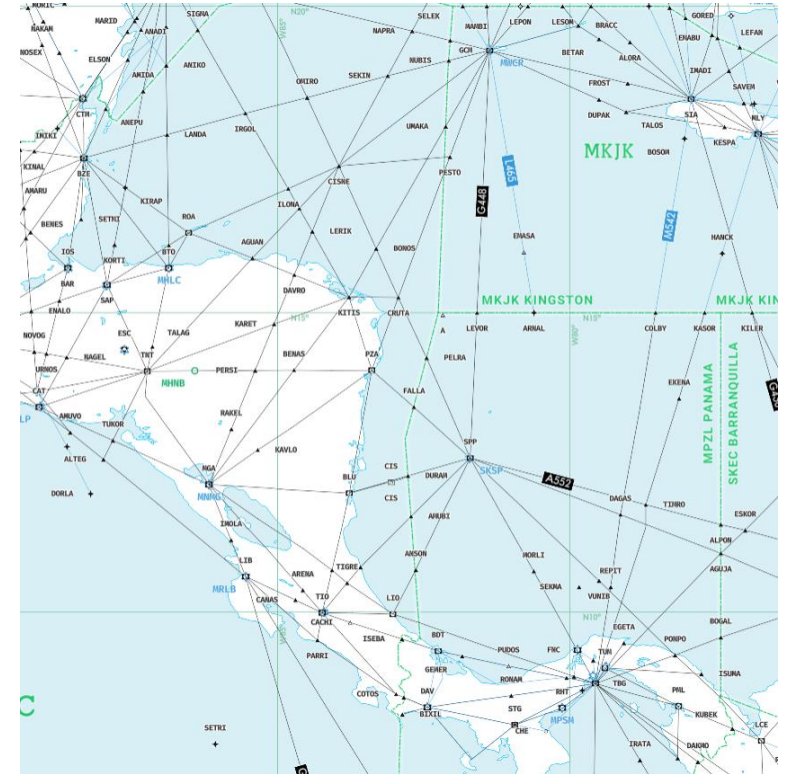
Aligned with three goals: SAFETY -CAPACITY – EFFICIENCY

### FRTO elements

- a) FRTO-B0/1: Direct routing (DCT)
- b) FRTO-B0/2: Airspace planning and FUA
- c) FRTO-B0/3: Pre-validated and coordinated ATS routes (UPRs)
- d) FRTO-B1/2: Performance Based Navigation (PBN) routes
- e) FRTO-B1/1: Free route airspace (FRA)

### Complements (Non ASBU solutions):

- ICAO 30/10 Project: 10 NM aircraft separation minima in continental airspace and 30 NM separation in remote oceanic airspace
- Regional ATM contingency management Framework



# Information (example)

AMET - Aeronautical meteorological information

- a) AMET B0/1: OBS
- b) AMET B0/2: FOREC
- c) AMET B0/3: CLIMAT
- d) AMET B0/4: DISSEMINAT

FICE - Flight and Flow Information

- a) FICE-B0/1: AIDC basic

DAIM - Digital aeronautical information management

- a) DAIM B1/1: Quality assurance
- b) DAIM B1/2 : DIG AIP data sets

SWIM - System-wide information management

TBD (Block 2 elements)

AMET	Meteorological information
DAIM	Digital Aeronautical Information Management
FICE	Flight and Flow Information for a Collaborative Environment (FF-ICE)
SWIM	System Wide Information Management

# Technology –enablers (example)

## COMI - VHF air-ground communications infrastructure

- The VHF is considered a component of the basic building blocks (BBB)
- COMI-B2/1: Air -ground ATN/IPS

## COMI - Communications infrastructure

- COMI-B0/7: AMHS - ATS Message Handling System
- COMI-B1/1: Ground-Ground Aeronautical Telecommunication Network/Internet Protocol Suite (ATN/IPS)

## NAVS – Navigation systems

- NAVS-B0/4: Navigation minimal operating networks (Nav. MON)

**ATS surveillance (MSSR or ASUR-B0/1: ADS-B) is considered a component of the basic building blocks (BBB)**



## Metrics – ASBU implementation report

1. Percentage of FIRs/ACCs applying Direct routing (DCT)
2. Number of UPR routes implemented
3. Percentage of states applying FUA procedures according to Doc 10088
4. Percentage of ACCs with MTCD implemented
5. Percentage of AIDC connections planned and implemented
6. Percentage of AMHS connections planned and implemented



### **MET metrics:**

1. Number of States with QMS implemented and certified
2. Number of States with implementation of OPMET message reporting greater than 90%.
3. Number of FIRs with SIGMETs and Notices implemented
4. Number of aerodromes with AWOS implemented and operational
5. Number of States with climatological tables implemented and updated
6. Number of States ready to exchange OPMET information in digital format (IWXXM)

### **AIM metrics:**

1. Number of States with QMS/AIM implemented and updated
2. Numbers of States with e-AIP implemented
3. Numbers of States with Digital Terrain Data implemented
4. Numbers of aerodromes with Obstacle Data in digital format implemented
5. Numbers of States with implementation of NOTAM exchange in digital format implemented
6. Numbers of States ready to exchange IM messages in the SWIM



### **CNS metrics:**

1. Number of installed and operational ADS-B ground stations
2. Percentage of States with ADS-B data integrated in their control centres
3. Percentage of operational surveillance data links between States (including MLAT, ADS-B, radar)
4. Percentage of States reporting surveillance performance based on coverage, latency and update metrics

## Key performance indicators (KPI)

- a) KPI04: Filed flight plan en-route extension
- b) KPI05: Actual en-route extension
- c) KPI06: En-route airspace capacity
- d) KPI17: Level-off during climb
- e) KPI19: Level-off during descent



KPI ID	Description	Status
KPI04	Filed flight plan en-route extension	10
KPI05	Actual en-route extension	10
KPI06	En-route airspace capacity	10
KPI17	Level-off during climb	10
KPI19	Level-off during descent	10

# MODEL



- Every Flight is safe and secure
- Aviation is environmentally sustainable
- Aviation delivers seamless, accessible, and reliable mobility for all



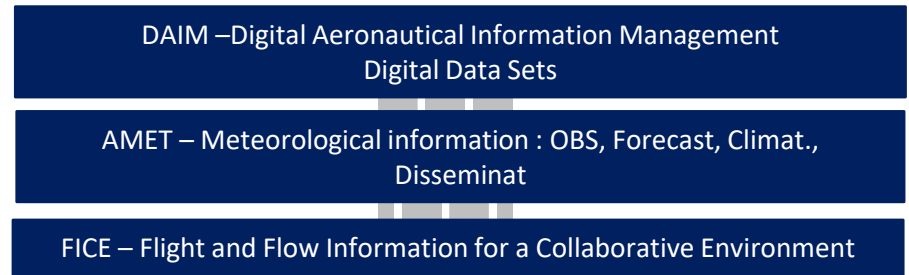
**OPERATIONAL**

APTA  
SNET  
NOPS



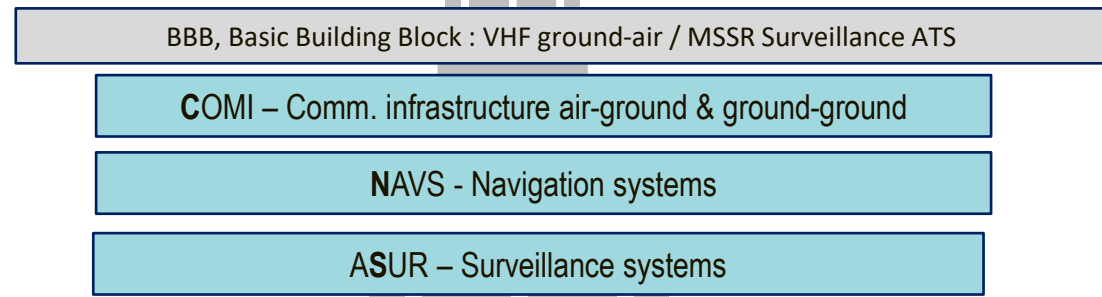
- *Metric: Progress of implementation*
- *KPIs GANP + PIs*  
KPI 04  
KPI 05  
KPI 17  
KPI 19  
KPI 20\*  
KPI 23\*

**INFORMATION**



Metrics

**TECHNOLOGY**



Metrics

**BASIC BUILDING BLOCK - BBB**



Periodical Verification





CAR/SAM REGION AIR NAVIGATION STRATEGY

# Let us propose a consensus....

*WP/6.2 Drafted conclusion*

Conclusion GREPECAS/23/XX		Development of the "Strategy for air navigation in the CAR/SAM Regions"	
<b>What:</b>		<b>Expected impact:</b>	
That: States, Industry and International Organizations- members of the SAM /IG and NACC/WG, assisted by the Secretariat, to develop the document "Strategy for Air Navigation in the CAR/SAM Regions", based on the content and objectives of MID Doc 002, as well as other similar references in ICAO Regions, and aligned with the principles of Resolution A42-6.		<input checked="" type="checkbox"/> Politics / Global <input checked="" type="checkbox"/> Interregional <input type="checkbox"/> Economics <input type="checkbox"/> Environment <input checked="" type="checkbox"/> Técnico / Operacional	
<b>Why:</b> To establish regional air navigation priorities. Define and prioritize ASBU Elements and NO-ASBU solutions. Strengthen the performance monitoring framework (KPIs) and establish a harmonized framework for monitoring the status of ASBU implementation. Provide the regional governance structure.			
<b>When:</b> GREPECAS/24		<b>Status:</b> <input checked="" type="checkbox"/> Valid/ <input type="checkbox"/> not valid / <input type="checkbox"/> Finished	
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> OACI <input checked="" type="checkbox"/> Others: Organisations and Industry SAM/IG and NACC/WG			

- \* **Interoperability**
- \* **Performance based Implementation**
- \* **Environmental and financial sustainability**
- \* **Realistic and gradual implementation**
- **ICAO Strategic Goals:**
  - Every Flight is safe and secure**
  - Aviation is environmentally sustainable**
  - Aviation delivers seamless, accessible, and reliable mobility for all**
- CAR/SAM air navigation objectives
- ASBU threads & elements prioritization+ non ASBUs
- Implementation and Monitoring
- Governance
- Alignment and harmonization

# **CONCLUSIONES Y DECISIONES**

<b>DECISION</b>	
<b>GREPECAS/23/XX</b> <b>(RASG-PA/15/3)</b>	<b>STRENGTHENING OF THE RASG-PA/GREPECAS JOINT COORDINATION MECHANISM</b>
<p><b>What:</b></p> <p>That, with a view to ensuring a synchronized and harmonized approach to regional safety management and avoiding the duplication of efforts between regional groups, and subject to the alignment of procedural frameworks, the Secretariat:</p> <p>a) conduct a comprehensive review of the existing coordination processes mandated by the RASG-PA and GREPECAS Procedural Handbooks to identify gaps in the sharing of operational safety <u>information</u>;</p> <p>b) develop a proposal for a more robust and clearly defined coordination mechanism that enhances engagement between Air Navigation Service Providers (ANSPs) and Regulators; and</p> <p>c) present the proposed mechanism and necessary handbook amendments to the next RASG-PA/GREPECAS Joint Session for formal approval.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> <u>Political / Global</u></p> <p><input type="checkbox"/> <u>Inter-regional</u></p> <p><input type="checkbox"/> <u>Economic</u></p> <p><input type="checkbox"/> <u>Environmental</u></p> <p><input checked="" type="checkbox"/> <u>Operational/Technical</u></p>
<p><b>Why:</b></p> <p>a) To allow implementation groups to better align their initiatives with operational needs, creating a feedback loop where RASG-PA evaluates the impact of operational improvements on regional safety levels.</p> <p>b) To resolve the current lack of effective coordination in sharing ATM safety data and to ensure that regional safety enhancement initiatives (SEIs) are accurately informed by operational realities.</p>	
<p><b>When:</b> RASG-PA/GREPECAS/6 Joint Session</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> <u>Valid</u> / <input type="checkbox"/> <u>Superseded</u> / <input type="checkbox"/> <u>Completed</u></p>
<p><b>Who:</b> <input type="checkbox"/> <u>States</u> <input checked="" type="checkbox"/> <u>ICAO</u> <input type="checkbox"/> <u>Other</u>: <b>Industry members</b></p>	

Conclusion GREPECAS/23/XX	ACTIONS RELATED TO THE EIGHTH EDITION OF THE GLOBAL AIR NAVIGATION PLAN (GANP)	
<p><b>What:</b></p> <p>That:</p> <p>States, under a collaborative approach, with the assistance of the Secretariat, and in consultation with organizations and industry:</p> <ul style="list-style-type: none"> <li>a) Coordinate the elaboration and approval of NANPs in all CAR/SAM States, aligned to the GANP and the RANP CAR/SAM;</li> <li>b) Include, in the national and regional planning, operational improvements to optimize efficiency and reduce <u>emissions</u>;</li> <li>c) Incorporate resilience objectives stipulated in the <u>GANP</u>;</li> <li>d) <u>Strengthen</u> regional and interregional integration, avoiding technological fragmentation and ensuring operational continuity; and</li> <li>e) Promote technical training at national and regional levels for the dissemination and understanding of the Eighth Edition of the GANP and supporting the elaboration of the <u>NANPs</u>;</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input type="checkbox"/> Economic</li> <li><input checked="" type="checkbox"/> <input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Technical/Operational</li> </ul>	
<p><b>Why:</b> a) For alignment to Resolution A42.6 and LTAG 2050, to implement operational improvements as part of their national strategy to reduce the environmental impact and CO2 emissions b) promote the preparation of the CAR/SAM RANP and NANPs to ensure harmonization and interoperability. c) <u>To</u> guide and assist States in the development of NANPs, in line with the <u>Sstrategic objective-Goal</u> of "No country left behind".</p>		
<p><b>When:</b> Report progress in GREPECAS/24</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>	
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Others: <u>Industry</u> and air navigation service providers</p>		

<b>DECISION</b> <b>GREPECAS/XX XX</b>	<b>ACTIVITIES FOR THE DEVELOPMENT OF A REGIONAL FRAMEWORK ON SPACE TRANSPORT <u>OPERATIONS (STO)</u></b>	
<b>What:</b> <p>That the CAR SAM States, working with NAM Region and collaborating with other ICAO Regions, coordinated by the Secretariat, to develop a regional framework on space transport operations (STO) based on phased studies and practical activities, and in coordination with RASG-PA and the ICAO HQ STO Task Force, including at least the following subjects:</p> <p style="margin-left: 40px;">a) Space-ATM Coordination, giving priority to the preparation of a Focal Points list (States-ANSPs-Industry);  b) Operational <u>Integration</u>;  c) Protection of ATM Capacity; and  d) Regional Exercises</p>	<b>Expected impact:</b> <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> <del>To address matters in coordination with the ICAO HQ STO TF, in order to</del> a) establish mechanisms for the timely and standardized exchange of information between space operators, States, ANSPs and ATFM units; (b) integrate space operations into ATFM, contingency planning and flow management processes; (c) minimizing unnecessary airspace closures through dynamic management of hazardous areas; and (d) validate coordination concepts through workshops and operational demonstrations, including the ICAO Space Operations Logistics Dialogue Workshop scheduled for 2026.		
<b>When:</b> GREPECAS /24	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	Industry, ANSP, Organizations, ICAO HQ, ROs NACC SAM, RASG-PA	

<b>DECISION</b> GREPECAS/23/XX		<b>REGIONAL <u>GUIDANCE</u> MATERIAL FOR THE DEVELOPMENT OF KPIs</b>	
<b>What:</b>  The meeting approves the following documents:  <ul style="list-style-type: none"> <li>a) GADHOC Terms of Reference (<b>Appendix XX</b> of this report).</li> <li>•</li> <li>b) CAR/SAM Regional guidance material on the methodology for implementation of GANP KPIs (<b>Appendix XX</b> of this report).</li> <li>•</li> <li>c) CAR/SAM Action Plan for the progressive implementation of GANP KPIs (<b>Appendix XX</b> of this report).</li> <li>•</li> <li>d) Communications Plan detailing the adequate means of dissemination of the KPIs (<b>Appendix XX</b> of this report).</li> </ul>		<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b>  To provide guidance material to states committed to <u>develop</u> its NANP under performance-based approach and to comply with the GREPECAS Decision 22/19 to further <u>strengthening</u> the implementation of Volume III of the CAR/SAM Regional Air Navigation Plan (RANP). To facilitate the definition of a “minimum implementation path” for the CAR/SAM Regions.			
<b>When:</b> Immediate		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> <input checked="" type="checkbox"/> Other:		IATA, CANSO	

<b>Conclusion</b> <b>GREPECAS/23/XX</b>		<b>DEVELOPMENT OF THE "STRATEGY FOR AIR NAVIGATION IN THE CAR/SAM REGIONS"</b>	
<b>What:</b>  That: States, Industry and International Organizations- members of the SAM /IG and NACC/WG, assisted by the Secretariat, to develop the document "Strategy for Air Navigation in the CAR/SAM Regions", based on the content and objectives of MID Doc 002, as well as other similar references in ICAO Regions, and aligned with the principles of Resolution A42-6 and other related ICAO provisions		<b>Expected impact:</b>  <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Interregional <input type="checkbox"/> Economics <input type="checkbox"/> Enviroment <input checked="" type="checkbox"/> Operational / Technical	
<b>Why:</b> To establish regional air navigation priorities. Define and prioritize ASBU Elements and NO-ASBU solutions. Strengthen the performance monitoring framework (KPIs) and establish a harmonized framework for monitoring the status of ASBU implementation. Provide the regional governance structure.			
<b>When:</b> GREPECAS/24		<b>Status:</b> <input checked="" type="checkbox"/> Valid/ <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Others: Organisations and Industry			

<b>DECISION</b>	
<b>GREPECAS/23/XX</b>	<b>APPROVAL OF NEW GREPECAS PROGRAMS AND PROJECTS</b>
<b>What:</b> a) That the meeting approves the GREPECAS Programs and Projects as presented in <b>Appendix XX</b> to this Report; and  b) The Secretariat, in coordination with the CAR/SAM States, will establish and present the reference values for the three Programme indicators, considering 2026 baseline year, and propose targets for the subsequent three-year period.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> To comply with the item b) from GREPECAS Decision 22/14.	
<b>When:</b> a) Immediate b) Reported to GREPECAS/24	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

**NO SE APROBO CONCLUSION**

<b>Conclusion</b> <del>GREPECAS/23/XX</del>		<b>Studies on implementation of Harmonized transition altitude</b>	
<b>What:</b>  That: Supported by Secretariat, the NACC/WG and SAM/IG implementation groups, with participation of Industry and Safety organizations, carry out studies on harmonized transition altitude.		<b>Expected impact:</b>  <input checked="" type="checkbox"/> <u>Political</u> / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> To identify feasibility of a CAR SAM Regional implementation and, as needed, make available the implementation planning and roadmap. New provisions (Doc 4444) in progress will be <u>taken into account</u> .			
<b>When:</b> <del>GREPECAS/24</del>		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> OACI <input checked="" type="checkbox"/> Others: <u>Organisations</u> and Industry, SAM/IG and NACC/WG			

DRAFT CONCLUSION GREPECAS/23/XX		SWIM IMPLEMENTATION FOR THE CAR/SAM REGIONS
<b>What:</b>		<b><u>Expected impact:</u></b>
That:	<p>a) The NACC and SAM Regional Offices establish a CAR/SAM regional SWIM working group, including all relevant stakeholders, to:</p> <ul style="list-style-type: none"> <li>i Plan the deployment of “CAR/SAM SWIM” under a common governance <u>structure</u>;</li> <li>ii Implement an interoperable regional SWIM Registry, considering feasibility of applying a federable<sup>2</sup> <u>architecture</u>;</li> <li>iii Define Service Definitions/Descriptions (AIM/MET/ATFM/FF-ICE) and AIXM/FIXM/IWXXM, among other models.</li> <li>iv Integrate Security by Design measures, including authentication/authorization, encryption, network segregation, access control, and vulnerability management.</li> </ul> <p>b) States and industry stakeholders support and actively contribute to the progress of the regional SWIM working group, in accordance with their respective roles and capabilities</p> <p>c) The expanded SWIM implementation checklist be made available as a voluntary reference tool for States, as appropriate; and</p> <p>d) That the NACC and SAM regional offices establish coordination to avoid duplication of efforts and ensure regional coherence in planning and implementation related to SWIM</p>	<input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical

<b>Why:</b>			
a) Establish a dedicated regional task force to define regional roadmaps, architecture models, and SWIM service definitions; and b) To strengthen integration among States and acknowledging the complementary roles of industry and international organizations—as industry representatives, technical facilitators, and promoters of interoperability—in ensuring the effective and harmonized implementation of System Wide Information Management (SWIM) in the CAR/SAM Regions as a platform for several enablers such as FF ICE.			
<b><u>When:</u></b>	GREPECAS/24	<b><u>Status:</u></b>	<input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b><u>Who:</u></b>	<input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> <u>Others:</u>	States, Industry and international organizations	
<sup>1</sup> “Federable” is a term used (by analogy with federated systems) to describe a ‘federated’ architecture in which multiple States or regions operate under common standards and interfaces that enable interoperability and the exchange of information/services, while each participant retains autonomy and control over its own data, systems, and infrastructure (without centralizing them on a single platform).			

- Preguntas, Comentarios?
- Gracias

