

Discussion Paper 01
ACTIONS FROM 14th ANCONF Recommendation FOR GREPECAS

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| <p>Recommendation 1.1/1 – Support to ICAO’s programmatic business planning approach initiated by the Business Plan 2023 - 2025 priority focus areas (PFAs)</p> <p>that ICAO:</p> <p>d) through the planning and implementation regional groups and the regional aviation safety groups, in accordance with the Global Air Navigation Plan and the Global Aviation Safety Plan and their respective regional plans, incorporate into their work programmes and projects, initiatives taking into account alignment with the ICAO priority focus areas.</p> | <p>Review the work programme and projects of GREPECAS taking into account the 8th Ed of the GANP that will be approved by A42 Q4 2025 and the applicable Priority Focus Areas (PFAs).</p> |
| <p>Recommendation 1.1/2 – Resilience of the air navigation system</p> <p>that ICAO:</p> <p>c) together with States and industry, develop global guidance on air traffic management contingency management, including the recovery phase, as well as regional frameworks, to support the implementation of Annex 11 — Air Traffic Services.</p> | <p>a) Develop a CAR/SAM Region ATM Contingency Framework (RACF) based on the outcome of the APAC/MID ATM Contingency Management Workshop (Bangkok, Thailand, 25-28 June 2024).</p> <p>b) Organize a workshop for the development of the CAR/SAM RACF in 2025.</p> <p>c) Develop regional guidance material for the implementation of the RACF as required.</p> |
| <p>Recommendation 2.2/2 – Addressing global navigation satellite system interference and contingency planning</p> <p>that States:</p> <p>b) through the mechanism of the planning and implementation regional groups, develop regional global navigation satellite system reporting mechanisms, to the extent feasible, to raise operational awareness of affected geographical areas as described in the Global Navigation Satellite System (GNSS) Manual (Doc 9849);</p> | <p>a) Develop a CAR/SAM reporting mechanisms for global navigation satellite system (GNSS) interference. (IATA could collect the reports from airlines and share them with NACC and SAM Offices to be reported for the relevant groups)</p> <p>a) Secretariat raise operational awareness of affected geographical areas through relevant meetings or workshops.</p> |
| <p>Recommendation 3.1/1– Optimized implementation of longitudinal separation minima</p> <p>that States:</p> <p>a) within the processes of the planning and implementation regional groups, actively collaborate with neighbouring States to implement Project 30/10 –</p> | <p>Develop a CAR/SAM implementation plan for Project 30/10 –longitudinal separations of 30 NM or less in oceanic and remote airspace, and 10 NM or less elsewhere. The plan should identify where improvement to ATM/CNS infrastructure is required to achieve the above separation such as PBCS, COM, SUR, etc.</p> |

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| <p>implementation of longitudinal separations of 55.5 km (30 NM) or less in oceanic and remote airspace, and 19 km (10 NM) or less elsewhere.; that ICAO:</p> <p>b) through the planning and implementation regional groups, develop regional action plans for the implementation of Project 30/10;</p> | |
| <p>Recommendation 3.2/2 – Transition to flight and flow – information for a collaborative environment services and cessation of ICAO 2012 flight plan by 2034 that States:</p> <p>d) planning and implementation regional groups, consider establishing regional focus groups for coordinating the planning and implementation of flight and flow – information for a collaborative environment services and providing necessary support throughout the transition period; and</p> <p>e) support and contribute to the work of their respective planning and implementation regional group and their sub-groups to develop a regional plan to transition to flight and flow – information for a collaborative environment services on the basis of the 2034 global cessation of the ICAO 2012 flight plan; that ICAO:</p> <p>g) through planning and implementation regional groups, provide guidance and support for the development of regional plans to transition to flight and flow – information for a collaborative environment to enable the 2034 global cessation of the ICAO 2012 flight plan;</p> | <p>a) Establish a CAR/SAM FF-ICE Task Force for coordinating the planning and implementation of flight and flow – information for a collaborative environment (FF-ICE) services and providing necessary support throughout the transition period on the basis of the 2034 global cessation of the ICAO 2012 flight plan.</p> <p>The CAR/SAM FF-ICE Task Force to develop a CAR/SAM implementation plan to transition to FF-ICE by 2034 for endorsement by GREPECAS/24.</p> |
| <p>Recommendation 4.2/1 – Aviation cybersecurity that States:</p> <p>b) align aviation cybersecurity activities in the regional air navigation, safety, and security and facilitation plans through the coordination processes of the planning and implementation regional groups, regional aviation safety groups and regional aviation security and facilitation groups; and</p> <p>c) report to ICAO their experience in implementing ICAO provisions and guidance material related to aviation cybersecurity, through the appropriate expert group(s) or through the processes of the planning and implementation regional</p> | <p>a) Establish a joint CAR/SAM task force composed of the Chairpersons of GREPECAS, RASG-PA and AVSECFAL/RG supported by NACC and SAM Offices to review the cybersecurity activities in CAR/SAM regions, to ensure alignment and avoidance of duplication of efforts.</p> <p>b) States to report their experience to NACC and SAM Offices for presentation to the relevant experts groups for appropriate actions.</p> |

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| groups, regional aviation safety groups and regional aviation security and facilitation groups; | |