



SAFE SKIES.
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Fourth GREPECAS–RASG-PA Joint Meeting and
Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22)

P/02 Agenda Item 10

**Review of the action taken by the Air Navigation Commission on the
report of GREPECAS/21 and RASG-PA/13 meetings**

Presented by the Secretariat

Review of the action taken by the Air Navigation Commission on the report of GREPECAS/21 and RASG-PA/13 meetings

GREPECAS/22 and RASG-PA/14

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01 ANC Review dates

The Air Navigation Commission (ANC) reviewed the reports of the GREPECAS/21 and the RASG-PA/13 Reports during the sixth meeting of its 225nd Session on 12 March 2024.

The ANC review was based on the meeting of the ANC Working Group of the Whole for Strategic Review and Planning (WG/SRP) that was held virtually on 15 February 2024.

The WG/SRP was held with the participation of the Co-Chair of RASG-PA, Mr. Andrew Larsen, Transport Canada, and the Chairperson of GREPECAS, Mr. Alessandro De Andrade Santoro, Director of the Technical Department, DECEA, Brazil, assisted by ICAO SAM and NACC Regional Offices, their regional directors, respectively Mr. Fabio Rabbani and Mr. Christopher Barks and the Air Navigation Bureau (ANB).

AN-WP/9737 refers

The Commission noted with satisfaction that there was strong and close coordination between the GREPECAS and RASG-PA across aviation activities, in topics such as:

- ✓ the collaboration between the GREPECAS Scrutiny Working Group (GTE) and RASG-PA Mid-Air Collision Working Group (MAC),
- ✓ implementation of CAR and SAM runway safety tools,
- ✓ implementation of PBN procedures in a visual runway – SAM and NACC,
- ✓ project on language proficiency in ATS in the CAR and SAM Regions,
- ✓ projects between ICAO and IATA to mitigate controlled flight into terrain (CFIT) accidents;
- ✓ general considerations on possible interference caused by the 5G network; and
- ✓ unmanned aircraft system (UAS) and remotely piloted aircraft system (RPAS).

The ANC noted the new format of the meetings. The asynchronous discussions of the working papers before the in-person meeting was celebrated by the members. It allows greater and better participation in strategic discussions. The organization of a RASG-PA Safety Day before the joint meeting and before the GREPECAS sessions was praised.

The Commission noted the high number of quality deliverables, amongst others:

The safety performance mentioned by the RASG-PA chair:

- a) no fatal accident – zero fatality;
- b) 4.1 per cent as accident rate;
- c) 60 per cent of certified aerodromes;
- d) 30 per cent SSP implementation;
- e) 75.5 per cent national safety plans; and
- f) 70,82 per cent of effective implementation

The high number of quality deliverables, amongst others:

- a) the Annual Safety Report;
- b) four new RASG-PA safety advisories;
- c) RASG-PA turbulence toolkit; and
- d) guidance material for implementing a collaborative safety team (CST).

The RASG-PA 2024 priorities:

- a) the CST implementation support to States;
- b) the adverse weather risk mitigation; and
- c) the sustainability of results on high-risk categories and the continuous increase of the number of participants who provide data.

The regional challenges represented by the implementation because of the understanding of the standards and the guidance material for small and medium sized States.

The Commission noted the progress for the production of the CAR/SAM Regional Air Navigation Plan (RANP):

- a) follow up on CAR/SAM RANP Volume I and Volume II reviewing and updating; and
- b) approval of version 0.1 of RANP CAR/SAM Volume III.

The Commission noted the progress made in the **ATM** programme:

- a) approved NEOSPACE-1 program to foster implementation of free route operations (FRTO) and enhanced take-off/landing operations (APTA) modules of ASBU in CAR /SAM;
- b) the Airspace Optimization Task Force (AO/TF) - CAR Region, composed of States, organizations, and industry, has worked on airspace optimization. Improvements: point-to-point routes as well as strategic direct routing (SDR). Yearly savings estimated to be 55,000 minutes, 5 million kg fuel, 14 million kg CO₂ and 9 million US dollars saved;
- c) SAM Region: PBN approaches implementation raised to 92.4 per cent. PBN SID/STAR routes implementation raised to 61.9 per cent. SDR average implementation raised to 56 per cent.
- d) ATFM Working Groups activated in CAR and SAM Regions;
- e) CAR Region: successful use of CADENA OIS (CANSO ATFM data exchange network for America as well as real-time coordination/updates through a large group messaging system; and
- f) SAM Region: Implementation of BRISA ATFM briefing and regional ATFM dashboard. Training delivered on runway and ATS capacity calculation and ATFM data analysis.

The Commission noted the progress made in the **SAR** programme:

- a) inter-regional collaboration for the implementation of search and rescue (SAR) services in the CAR/SAM Regions in progress; and
- b) guidance for SAR response to autonomous distress tracking (ADT) of aircraft in flight, was included in the CAR Region SAR Plan.

The Commission noted the progress made in the **AGA** programme:

- a) Project F1: Aerodrome Certification and Operational Safety i) CAR Region increased the number of certified aerodromes, with 98 aerodromes, which represents 66 per cent, ii) SAM Region increased the number of certified aerodromes, with 57 aerodromes, which represents 56 per cent;
- b) Project F2: Aerodrome Planning: Elaborated and proposed the Guidance Material — Airport Advisory Committees; and
- c) Project F3: Airport Collaborative Decision Making (A-CDM) Implementation: Presented the result of the questionnaire on A-CDM to propose modifications to Project F3.

The Commission noted the progress made in the **CNS** programme:

- a) implementation of the “Caribbean Network (CANSNET)”;
- b) support to the ASBU implementation elements (ADS-B, AIDC, AMHS, etc.);
- c) support of the development of technical specification for monitoring the surveillance performance systems;
- d) Support project in frequency management in CAR/SAM Regions
- e) study on operational priorities for ADS-B implementation and aspects of ADS-B use in ATC units;
- f) work in the process of Aid Navigation concept for CAR Region;
- g) support activities in UAS/RPAS;
- h) support the development of the National Air Navigation Plans (NANP); and
- i) support evaluation of cybersecurity in ANS.

The Commission noted the progress made in the **AIM** programme:

- a) monitoring of the implementation of SWIM enablers (QMS/AIM, e-AIP, DDS, TOD and data-catalogue);
- b) follow-up to the NOTAM global campaign;
- c) dissemination and review of proposed amendments to Annex 15 — Aeronautical Information Services, Procedures for Air Navigation Services — Aeronautical Information Management (Doc. 10066 - PANS-AIM), and the proposal for the creation of the new PANS-IM Document;
- d) progress on the construction of the AIS/AIM implementation tracking website for the CAR Region related to the AIM collaborative plan;
- e) planning workshop, for 2024, on PANS-IM, Aeronautical Information Services Manual (Doc. 8126) and Digital Data Set; and
- f) capacity building for AIM: Delivering AIXM, Auditor QMS and e-AIP courses.

The Commission noted the progress made in the **MET** programme:

- a) coordinated work between WMO and ICAO for MET capacity building in the NAM CAR Region;
- b) progress in the verification of basic building blocks and synergies with safety oversight activities;
- c) progress in the implementation of the IWXXM model for OPMET messages (Argentina, Brazil, Cuba, Guyana, Paraguay, Uruguay and USA);
- d) monitoring of QMS/MET implementation and correct transmission of SIGMET messages;
- e) capacity building for MET: Delivering Auditor QMS course;
- f) dissemination, review and comments on proposed amendment 81 to ICAO Annex 3 — Meteorological Service for International Air Navigation;
- g) dissemination, review and comments on the Proposal for the creation of Doc. 10157 - PANS-MET;
- h) coordination with ATM, AIS/AIM and MET for VOLCEX Workshop planning and exercise development in 2024; and
- i) planning workshop on the implementation of Amendment 81 to Annex 3 and the new PANS-MET Doc. 10157 and its impact on national regulation by 2024.

The Commission noted the contributions of the GREPECAS to working groups and regional associations:

GTE (GREPECAS Scrutiny Working Group):

- 1) in 2022, 711 valid LHD events were reported to the CARSAMMA. They are mainly caused by a bad coordination between ATS units;
- 2) although the CAR/SAM Regions have remained within the acceptable level of operational safety, some FIRs of the CAR/SAM Regions reflected their risk above the acceptable target level of safety (TLS); and
- 3) collaboration between the GTE and the PA-RAST has been formalized, and specific joint data analysis session is conducted as part of the GTE annual meeting.

CARSAMPAF:

- 1) presented the status of the implementation of bird strike reporting systems;
- 2) establishment of National committees;
- 3) Establishment of National Committees;
- 4) integration of wildlife management into operational safety surveillance programs in the CAR/SAM Regions;
- 5) integration of wildlife management into operational safety surveillance programs in the CAR/SAM Regions; and
- 6) publication of the first edition of the CARSAMPAF Magazine

The Commission noted the regional guidance and documents developed:

- a) guidance on FRTTO implementation (SAM Region);
- b) guidance on improved operations through enhanced en-route trajectories – FRTTO;
- c) guide of airport advisory committees;
- d) guide of airport advisory committees.
- e) guidance for the cybersecurity assessment for ANS; and
- f) technical information for the monitoring of the surveillance data.

The Commission noted **several regional challenges**:

- a) enhanced guidance to develop Vol III of the CAR/SAM Regional Air Navigation Plan (RANP);
- b) definition of the template National Air Navigation Plan (NANP); and
- c) need to complete the review of the deficiencies framework- definition, procedure, reporting, etc.

Consolidated Report to Council on PIRGs and RASG 2023-2024

The Commission agreed to the consolidated report to the Council on PIRGs and RASGs for 2023-2024 during the eighth meeting of its 227th Session on 31 October 2024 based on the review of the WG/SRP several meetings (AN-WP/9784 refers).

The consolidated report to the Council for this year covers the period from 1 April 2023 to 31 May 2024 and included an overview of the GREPECAS/22 and RASG-PA/13 outcomes.

The consolidated report for 2023-2024 was submitted in the form of information instead of a Council Working Paper (C-WP), due to the overload in the Council 233th Session.

Enhancements were introduced to the report to present the necessary information to the Council more concisely, streamlined, and simplified. This is supported through dedicated webpages on the ANC and Council portals, where all documentation related to the reporting period will be centralized for easy reference.

The Commission agreed to continue working with the Secretariat on enhancing the PIRGs and RASGs consolidated report to the Council, including the option of developing a dashboard to monitor the challenges reported and actions undertaken to resolve them, which would require further coordination with PIRGs and RASGs.

New global challenges

In discussing the reported challenges by PIRGs and RASGs for 2023-2024, the Commission agreed to the following four new global challenges, including associated actions that would support addressing them, as in Appendix A. The list of previously reported challenges was also updated as reflected in Appendix B. The newly identified challenges will be added to the list in the next report:

- a) lack of harmonized regional framework and global guidance material for the management of Contingency Coordination Teams (CCTs) in case of airspace disruption;
- b) low Level of development and implementation of National Aviation Safety Plans (NASPs);
- c) slow progress in establishing independent aircraft accident investigation authorities and completion of accident investigation reports; and
- d) low level development of National Air Navigation Plans (NANPs).

The Commission noted with concern the challenges associated with insufficient human and financial resources and training of personnel to meet the State's obligations, due to their significant impact on the implementation of the ICAO global and regional requirements aiming to advance the aviation sector. The Commission agreed not to list these challenges as part of the list of air navigation global challenges as they are not new and are being addressed through other mechanisms. However, the report draws the attention of the Council on the lack of human resources and the training in jeopardy.

Concerning the lack of a global framework for space operations supporting adequate coordination related to space activities to mitigate safety risks to airspace users resulting from space launch and re-entry operations, the Commission agreed not to include it at this stage, considering the outcome of the AN-Conf/14, and allow some time to progress the work before assessing the situation and receiving further feedback from the regions.

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2024-01
Challenge/ Issue	Lack of harmonized regional framework and global guidance material for the management of Contingency Coordination Teams (CCTs) in case of airspace disruption.	
Link to global plans	Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP)	
Initially reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input checked="" type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input checked="" type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input checked="" type="checkbox"/> EASPG	
Date first reported	2023	
Remarks	<p>Effective management of contingencies require intensive human resources within the Secretariat and States as well as the supporting International Organizations to be able to handle the increasing number of airspace disruptions that in most cases have cross border implications. As part of the Priority Focus Area on crisis preparedness and response, the Secretariat is working with the regions through the PIRGs to develop a regional contingency management framework and guidance material, starting with air traffic management, but it could later be broadened to cover all areas. Reference is also made to the AN-Conf/14 Recommendation 1.1/2.</p>	
PART B: Action by Council		
ID	Action proposed	Expected Timeline
	Council to note that the ANC requests the Secretary General to:	
1	provide the required support for the establishment of regional air traffic management contingency framework to ensure harmonization and effective collaboration between ICAO Regions.	Q2 2026
2	develop, in collaboration with States and industry, global guidance on air traffic management contingency management, including the recovery phase, as well as regional frameworks, to support the implementation of Annex 11 — <i>Air Traffic Services</i> .	Q4 2026
3	launch a training programme for building the States capabilities in preparing, responding and managing contingencies.	Q2 2025

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2024-02
Challenge/ Issue	Low Level of development and implementation of National Aviation Safety Plans (NASPs).	
Link to global plans	Global Aviation Safety Plan (GASP)	
Initially reported by PIRGs/RASGs	<input checked="" type="checkbox"/> RASG-AFI <input checked="" type="checkbox"/> RASG-MID <input checked="" type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG	
Date first reported	2023	
Remarks	<p>All regions have developed regional aviation safety plan (RASP) and 91 States have submitted their NASP to ICAO. Therefore, 47% of Member States have now published their NASP, in line with the GASP target. However, this is still a challenge, particularly in some regions. Although the MID Region had identified this issue as a challenge, the region saw a significant improvement with 5 additional States having published their NASP in 2024, for a total of 53% of States in the region having a plan. However, other regions have a far lower implementation rate (less than a quarter of ESAF and WACAF Member States combined published a NASP). The Secretariat has been conducting regional capacity-building workshops, delivering iPacks and support missions across regions to improve the level of implementation.</p>	
PART B: Action by Council		
ID	Action proposed	Expected Timeline
	Council to note that the ANC requests the Secretary General to:	
1	conduct regional capacity-building workshops to support States with the development and implementation of national aviation safety plans (NASPs) based on the regional aviation safety plan (RASP) to improve the level of implementation.	Q4 2026

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2024-03
Challenge/ Issue	Slow progress in establishing independent aircraft accident investigation authorities and completion of accident investigation reports	
Link to global plans	Global Aviation Safety Plan (GASP)	
Initially reported by PIRGs/RASGs	<input checked="" type="checkbox"/> RASG-AFI <input checked="" type="checkbox"/> RASG-MID <input checked="" type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input type="checkbox"/> APANPIRG <input type="checkbox"/> APIRG <input type="checkbox"/> GREPECAS <input type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG	
Date first reported	2023	
Remarks	<p>This challenge has two folds: one regarding establishing and sustaining an independent aircraft accident investigation (AIG) authority by States with limited capacity, and the second one is related to the inability to finalize investigations and issue final reports in a timely manner due to the lack of competent and qualified personnel, political influence, and/or conflict of interest. Based on the result of the USOAP CMA, the Secretariat has been working closely with States to support them in addressing the relevant findings. The Secretariat will be initiating an implementation support project to assist States in building their capacity in accident investigation, including writing, finalizing, and submission of accident investigation reports. In this context, the Secretariat believes regional cooperation such as regional accident and incident investigation organizations (RAIOs) and investigation cooperative mechanisms (ICMs) is a valuable solution for States with limited capacity for satisfying their obligations for accident investigation as per Annex 13 — <i>Aircraft Accident and Incident Investigation</i>. The AN-Conf/14 recognized the risk to the global aviation system when safety lessons learned from investigations are not drawn and acknowledged the ongoing work by ICAO and highlighted the need to further assist States in building capacity for accident investigation. While noting the challenges, it was reiterated the urgency for State accident investigation authorities to investigate and report on accidents in a timely manner.</p>	
PART B: Action by Council		
ID	Action proposed	Expected Timeline
	Council to note that the ANC requests the Secretary General to:	
1	support States, that have not yet done so, in establishing independent aircraft accident investigation authorities.	Q4 2027
2	conduct regional capacity-building workshops to support States	Q4 2027
3	assist States in building their accident investigation capacity focusing on the prompt conduct of investigation, completion and making available of investigation reports.	Q4 2027
4	encourage States to join the regional accident and incident investigation organizations (RAIOs) or enter into agreement to delegate the whole or any part of the conducting of such investigation to another State or a RAIO, as practicable, for effective collaboration and sharing of resources.	Q4 2027

PART A: CHALLENGE IDENTIFICATION		ISSUE and ID: 2024-04
Challenge/ Issue	Low level development of national air navigation plan (NANP)	
Link to global plans	Global Air Navigation Plan (GANP)	
Initially reported by PIRGs/RASGs	<input type="checkbox"/> RASG-AFI <input type="checkbox"/> RASG-MID <input type="checkbox"/> RASG-APAC <input type="checkbox"/> RASG-PA <input checked="" type="checkbox"/> APANPIRG <input checked="" type="checkbox"/> APIRG <input checked="" type="checkbox"/> GREPECAS <input checked="" type="checkbox"/> MIDANPIRG <input type="checkbox"/> NATSPG <input type="checkbox"/> EASPG	
Date first reported	2023	
Remarks	The challenge is related to the available resources in the States to develop robust national air navigation plan in line with global air navigation plan and the ASBU framework. Regional workshops have been conducted to support the implementation of ASBUs and the development of NANP. Additional guidance material, as well as a template for the NANP, will be made available for A42.	
PART B: Action by Council		
ID	Action proposed	Expected Timeline
	Council to note that the ANC requests the Secretary General to:	
1	ensure that additional guidance material for ASBU implementation and the template for the NANP are made available for A42	Q3 2025
2	conduct regional capacity-building workshops to support States with the development and implementation of national air aviation plans (NANPs) based on the regional air navigation plans (ANPs) and the global air navigation plan (GANP).	Q4 2027

STATUS OF PREVIOUSLY IDENTIFIED CHALLENGES FACED AT GLOBAL LEVEL

ID	Challenge	Action	Timeframe Business Plan 2022-2025	Status Remarks
2019-01	Lack of uniform methodology for the identification of deficiencies	Secretariat - Need for the update of the uniform methodology for the identification of deficiencies by PIRGs	2026 CAP 6.2	Pending Pending the availability of resources and prioritization of work programme
2019-02	Insufficient progress in civil-military coordination	Secretariat to promote and assist States improving civil-military cooperation and implementation of flexible use of airspace	2027 CAP 6.2	Ongoing
2019-05	Lack of SAR cooperation and collaboration	APAC and EUR/NAT - Ensure that States are committed to formalize collaboration and cooperation through signed LoAs	2025 CAP APAC 7.8 and CAP EUR 7.8	Ongoing Work in progress 3 LOA's signed. 2022 Ongoing No SAR Exercise due to pandemic
		APAC and EUR/NAT - Update the EUR SAR plan and assist States in SAR exercises	2025 CAP APAC 7.8 and CAP EUR 7.8	

ID	Challenge	Action	Timeframe Business Plan 2022-2025	Status Remarks
2019-08	Lack of PBCS implementation	Secretariat - Robustness of the regional communications infrastructure monitoring system as part of performance-based service provision needed to be further improved	2025 CAP 6.2	Ongoing Work in progress by the PIRGs
		The ANC - To identify ways to improve the implementation of PBCS. "Completing this job card will promote global harmonization and performance-based approach to implementations that use existing and/or emerging technologies to provide enhanced communication and surveillance capabilities, while ensuring the acceptable level of safety."	2025 CAP 6.2	Ongoing Secretariat is working to amend the following relevant guidance material: <ul style="list-style-type: none"> – Doc 9613 Performance-based Navigation (PBN) Manual with Expected Publication Date of 30 Nov 2022 (Completed) – Doc 9869, Performance-based Communication and Surveillance (PBCS) Manual with expected publication date of 2025

ID	Challenge	Action	Timeframe Business Plan 2022-2025	Status/Remarks
2019-10	GNSS RFI	Secretariat – To review frequency protection and interferences matters, conduct awareness activities; Symposia/ Regional Navigation Workshops	2026 CAP 1.16 CAP 4.1	<p>Ongoing</p> <p>The issue is being dealt with through the following work streams underway:</p> <ul style="list-style-type: none"> – Doc 9849, Global Navigation Satellite systems (GNSS) Manual – updated version planned 2025 – Doc 9718, Handbook on Radio Frequency Spectrum Requirements for Civil Aviation including Statement of Approved ICAO Policies. (Amendment underway) – Doc 8071, Manual on Testing of Radio Navigation Aids (Re- scheduled for 2024) – Job Card NSP.006.06 & NSP.009.06 – ENB-CNS-2022-11 – Annex 10 — Aeronautical Telecommunications Vol 1 – AN-Conf/14 Recommendation 2.2/2 – SL E 3/5-24/54 dated 30 April 2024 – iPack for mitigation of GNSS RFI is being developed
		The ANC - To monitor measures related to frequency protection and interferences matters	2026 CAP1.16 CAP 4.1	<p>Ongoing</p> <p>Job Card NSP.006.06 ENB-CNS-2022-11</p>

ID	Challenge	Action	Timeframe Business Plan 2022-2025	Status Remarks
2019-12	RVSM non-approved, non-compliant. Large Height deviations (LHD) and vertical risk	APAC and EUR/NAT - Monitoring of RVSM compliance	2026 CAP 6.2	Ongoing
		States to be urged to address the reported LHDs and to collaborate with the appropriate regional monitoring agencies for necessary corrections measures.	2026 CAP 6.2	
2019-17	Major State safety programme (SSP) implementation difficulties experienced in States	The Secretariat to identify ways to address difficulties experienced to support and implement	2026 SAF 2.3	<p>Ongoing:</p> <p>The ANC reviewed the outcomes of a survey conducted by Secretariat on the challenges faced by States for implementation of Annex 19 – Safety Management (with a focus on SSP implementation) in its 220th Session (ANWP/9598). The Safety Management Manual (Doc 9859) is being revised to provide additional and updated guidance</p> <p>The SSP course is available in EN and SP and with a virtual delivery option.</p> <p>Five safety intelligence and safety performance management workshops were delivered in 2023-2024 across ICAO regions. The SSP iPack is now available for deployment.</p> <p>Secretariat continues to use the results of the global survey (mentioned above) and feedback from other engagement initiatives with stakeholders to develop additional implementation support activities and strategies to address the identified challenges.</p> <p>Incorporated the challenge 2020-09</p>
		The ANC - To identify ways to address difficulties experienced by States and to report to Council	2026 SAF 2.3	

ID	Challenge	Action	Timeframe Business Plan 2022-2025	Status Remarks
2019-19	Harmonized approach to GANP Monitoring mechanism/tool development globally	The Secretariat – To ensure State/PIRG participation in development of ICAO GANP Monitoring mechanism/tool	2020 CAP 1.3	Completed GANP web-based format implemented for easy access by States and PIRGs. Web-based format is already available for GANP. The 7th edition of GANP was endorsed by the 41st Assembly.
2019-20	Support required for the development of a regional accident and incident investigation organization (RAIO) in the Caribbean	The Secretariat – To assist with the development of a regional accident and incident investigation organization	2026 SAF NACC 7.6	Ongoing Work in progress through RASG-PA
		The Secretariat – To request assistance through the AIG Regional Cooperation Mechanism (ARCM) for the South American region	2026 SAF NACC 7.6	Ongoing Work in progress through RASG-PA
2020-01	Upgrade of ATS message handling system to support the requirement of the ICAO Meteorological Information Exchange Model (iWXXM), Version 3	APAC and Secretariat – To harmonize the implementation between MET service and telecommunication centres run by ANSP.	2025 CAP 6.2	Ongoing Work in progress through APANPIRG
		ANC/Secretariat – To consider. a) providing more detailed guidance for implementation; and b) Postpone the applicable date of this requirement to November 2021 taking consideration of COVID-19 impacts.	2020 Not in the Business Plan	Completed

ID	Challenge	Action	Timeframe Business Plan 2022-2025	Status Remarks
2020-02	States experience a lack of competent inspectors, which implies low levels of critical element 4 (CE-4) implementation	APAC – To assist States with a well-developed training programme with an emphasis on on-the-job-training (OJT)	2026 SAF.3.1	Ongoing Work in progress through APANPIRG
		APAC and Secretariat – To address the underlying problem of each region	2026 SAF 4.1	Ongoing Work in progress through APANPIRG
2020-03	Low levels of effective implementation (EI) in all audit areas	APAC – To establish a regional safety oversight organization (RSOO) for Pacific Island States.	2026 SAF 3.2	Ongoing Work in progress through APANPIRG and RASG- APAC
2020-04	Need for an updated Accident/Incident Data Reporting (ADREP) system	Secretariat – To address the availability of data in the Accident/Incident Data Reporting (ADREP) System	2025 SAF 6.12	Ongoing Partially implemented work in progress with EUROCONTROL
2020-05	High rate of missing operational messages (Flight plans, OPMETs, NOTAMs)	AFI and Secretariat – To identify ways to eliminate missing operational messages	2027 Not in the Business Plan	Ongoing As per APIRG, situation has improved
2020-06	States are not submitting RVSM data to the RMA Office on a monthly basis	PIRGs – To monitor the issue and report through subsequent PIRGs reporting cycles in order to identify additional measures if necessary	2025 CAP 6.2	Ongoing PIRGs are following up

ID	Challenge	Action	Timeframe Business Plan 2022-2025	Status Remarks
2020-06	States are not submitting RVSM data to the RMA Office on a monthly basis	PIRGs – To monitor the issue and report through subsequent PIRGs reporting cycles in order to identify additional measures if necessary	2025 CAP 6.2	Ongoing PIRGs are following up
2020-08	Enhance the use of ICARD regarding the long outstanding resolution of 5LNC duplicates	EUR/NAT and Secretariat – To consider ways to resolve 5LNC duplicates	2026 SAF 6.11	Ongoing IFPP ongoing work on job card IFPP.022.01 – Enhancement and accuracy of the International Codes and Route Designators (ICARD) system, and resolution of duplicated five-letter name codes 5LNCs
2021-01	Actual geographical area of APIRG and RASG-AFI	Secretariat – To develop proposals for consideration by the ANC and Council related to the definition of Africa Indian Ocean Region.	2025 Not in the Business Plan	Ongoing Reference is made to the Council C-DEC 230/2 on the matter. Work in progress with ESAF and WACAF Regional Offices.
		Council - to request the Secretary General, to develop proposals to revise the definition of the Africa-Indian Ocean (AFI) Region to be aligned with the actual geographical area of APIRG and RASG-AFI for consideration by the ANC and Council. The proposal should be coordinated with all the relevant stakeholders at the proper time.	2025 Not in the Business Plan	

ID	Challenge	Action	Timeframe Business Plan 2022-2025	Status Remarks
2022-01	Lack of compliance with RVSM related requirements and procedures including the high rate of reported large height deviations (LHD).	Encourage and facilitate appropriate discussions at high-level civil-military coordination at regional and global forums; issue a State Letter; develop proposals to address the underlying issues; and develop new Job Cards, as necessary, for consideration by the ANC	2025 CAP 6.2	Ongoing Military aspects concerning RVSM approval were incorporated into the Assembly Resolution A41-10. Raising awareness on the matter at regional levels through symposia is ongoing.
2022-02	Information on the web-based ICAO integrated Safety Trend Analysis and Reporting System (iSTARS)	Update the information for States/administrations and validate the available tools on the iSTARS platform used by States to obtain and share safety data related to the Annual Safety Report, as a matter of urgency	2025 SAF 6.7	Ongoing iSTARS 4.0 has been launched and the issues from the previous version have been resolved. Decision to close this challenge for next report after checking with the regions.
2021-01	Actual geographical area of APIRG and RASG-AFI	Secretariat – To develop proposals for consideration by the ANC and Council related to the definition of Africa Indian Ocean Region.	2025 Not in the Business Plan	Ongoing
		Council - to request the Secretary General, to develop proposals to revise the definition of the Africa-Indian Ocean (AFI) Region to be aligned with the actual geographical area of APIRG and RASG-AFI for consideration by the ANC and Council. The proposal should be coordinated with all the relevant stakeholders at the proper time.	2025 Not in the Business Plan	Reference is made to the Council C-DEC 230/2 on the matter. Work in progress with ESAF and WACAF Regional Offices.

ID	Challenge	Action	Timeframe Business Plan 2022-2025	Status Remarks
2023-01	Lack of availability in all ICAO languages the Global Air Navigation Plan (GANP) technical level	Request the Secretariat to identify potential solutions, as the current GANP technical layer in a single language cannot be used.	2027 CAP 1.3	Pending Reference is made to the Council C-DEC 230/2 c) No extra-budgetary resources had been allocated for the translation of the technical part of GANP into all ICAO languages.
2023-02	Formal amendment process to align the areas of applicability of the air navigation plans and the regional supplementary procedures (Doc 7030).	Request the Secretary General to finalize the amendment process to align the areas of applicability of the air navigation plans and the regional supplementary procedures.	2025 CAP 6.2	Ongoing The 6th Edition of SUPPs is being processed.

Action by the Meeting

The meeting is invited to note the information provided and take actions as appropriate.



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Thank You!