



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

Virtual Phase (Asynchronous, 16 September to 11 October 2024)
 In-Person Phase (Lima, Peru, 20 to 22 November 2024)

Agenda Item 9: Analysis of the Critical ANS Implementation Areas – the Effective Path to implementation

Analysis of the Critical ANS implementation areas - Priority Identification
 (Presented by Secretariat)

EXECUTIVE SUMMARY	
This Working Paper presents a questionnaire for States and International Organizations to identify and select the priority topics for discussion at the working sessions during the GREPECAS/22 In-Person Phase meeting, scheduled from November 20 to 22, 2024, at the ICAO SAM Office in Lima, Peru.	
Action:	The suggested actions are presented in Section 2
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none"> • Final Report GREPECAS/21 • GREPECAS/22 Agenda

1. Introduction

1.1 The Final Report of Twentieth One Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/21) approved de Decision 21/25 that, to formalize the enhancements to GREPECAS management, the Secretariat define the procedure, timelines and details for the implementation of the online/asynchronous session, in-person sessions and working sessions of GREPECAS Plenary by GREPECAS/22.

1.2 In this case, the Secretariat, through State Letter Ref.: NT-N1-15 — E.OSG-NACC112312- SA222-2024, 5 July 2024, forwards the instructions, agenda, and deadlines for the online/asynchronous session, in-person sessions and working sessions of GREPECAS /22 meetings to the Member States and International Organizations.

2. Analysis

2.1 According to the Final Report GREPECAS/21, the “*Meeting exchanged ideas, opinions and comments on the current GREPECAS Plenary methodology with the on-line session (asynchronous*

session) and the in-person session, particularly with the working sessions implemented in this meeting. The main highlights were:

- a) *The asynchronous session was very beneficial to States for allowing a more extensive State experts participation in the exchange of comments to the documentation and its analysis.*
- b) *The dates/duration of the asynchronous shall be reviewed for a proper duration for the exchange of ideas.*
- c) *The working sessions in GREPECAS Plenary were very dynamic and inclusive for participants to exchange and work on specific topics and have a more productive discussion for defining/agreeing on actions and implementation matters.*
- d) *The in-person session of GREPECAS Plenary was unanimous agreed to continue, as the in-person exchange was very valuable and the networking for enhancing coordination and advancing the implementation. **It was suggested that the in-person session be focused on matters not resolved at the asynchronous sessions and for critical topics that required the in-person exchange of views.***
- e) *(...)*
- f) *The procedure/timelines and details for the on-line, working sessions and the in-person session of GREPECAS Plenary shall be clearly describe and written down for its more effective implementation. (...).”*

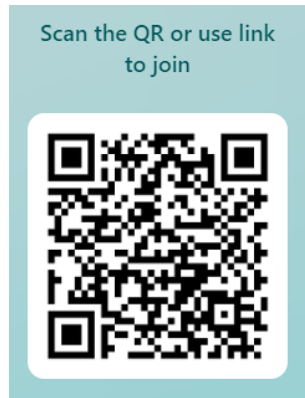
2.2 Based on this, the State Letter Ref.: NT-N1-15 — E.OSG-NACC112312- SA222-2024, 5 July 2024, the agenda item 09 “Analysis of the Critical ANS Implementation Areas – the Effective Path to implementation”, proposed that under this agenda item, **two Working Sessions** will be developed on the most relevant ANS implementation items (**resulting from the virtual phase**) to identify the necessary actions and agreements for their effective implementation and sustainability, as a part of the ANS improvements in the CAR/SAM ANP.

2.2 To achieve this objective, the Secretariat proposes a questionnaire (**Appendix A**) for States and International Organizations to identify and select priority topics for the two Working Sessions.

3. Action

3.1 This working paper invites you to complete the questionnaire available at the following MS FORMS link:

<https://forms.office.com/r/B0j2ctyezu?origin=lprLink>

APPENDIX A / APÉNDICE A**QUESTIONNAIRE – MS FORMS**

<https://forms.office.com/r/B0j2ctyezu?origin=lprLink>

Working Sessions to analyse the critical ANS implementation areas: How to effectively move in the implementation?

1) Under the agenda item 09, two Working Sessions will be developed on the most relevant ANS implementation items to identify the necessary actions and agreements for its effective implementation and sustainability, as a part of the ANS improvements in the CAR/SAM RANP. Based on the papers submitted, and the analysis held during the Virtual phase, we kindly request that you select 2 topics that you are most interested in discussing during the working session on November 21, 2024, at the in-person Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22):

- a) Interferences affecting GNSS
- b) Air space Optimization- steps toward FRT0 and TBO (ASBUs);
- c) Support states on air navigation Performance based planning and KPIs management;
- d) ATM contingency plans implementation;
- e) Implementation of GADSS;
- f) A view toward SWIM, FFICE and the cease of the ICAO Flight Plan (FPL 2012);
- g) ANS Deficiencies Program versus BBB Analysis.

— END —

CUESTIONARIO – MS FORMS

Mesa de Trabajo para el Análisis de las Áreas Críticas de Implementación de ANS - ¿Cómo avanzar efectivamente en la implementación?

2. Bajo la cuestión del orden del día 09, se desarrollarán dos Sesiones de Trabajo sobre los temas de implementación de ANS más relevantes para identificar las acciones y acuerdos necesarios para su implementación efectiva y sostenibilidad, como parte de las mejoras de ANS en el ANP CAR/SAM. Con base en esto, solicitamos amablemente que seleccione 2 temas en los que esté más interesado en discutir durante la sesión de trabajo el 21 de noviembre de 2024, en la Vigésima Segunda Reunión del Grupo de Planificación e Implementación Regional CAR/SAM (GREPECAS/22) presencial:

- a) Interferencias que afectan al GNSS
- b) Optimización del espacio aéreo - pasos hacia FRT0 y TBO (ASBUs);
- c) Apoyo a los Estados en la planificación del rendimiento de la navegación aérea basada en el desempeño y gestión de indicadores clave (KPIs);
- d) Implementación de planes de contingencia ATM;
- e) Implementación de GADSS;
- f) Una visión hacia SWIM, FFICE y la eliminación del Plan de Vuelo de la OACI (FPL 2012);
- g) Programa de Deficiencias ANS versus Análisis BBB.