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**Fourth NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/4)**  
Miami, United States, 21 – 24 August 2018

**Agenda Item 3: Global and Regional Air Navigation Plans**  
**3.3 Proposal of AGA, MET and SAR integration to ANI/WG**

**PROPOSAL OF AGA, MET AND SAR INTEGRATION TO ANI/WG**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
The proposal of this Note is to present an intention to include AGA TF, MET TF and SAR TF. It is presented the importance to maintain all Air Navigation Areas Task Forces joint taking into account the interaction and interdependence among them.	
<b>Action:</b>	Suggested Action is described in section 5
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• RPBANIP</li><li>• ICAO Doc. 8733</li><li>• NACC WG 05, Port of Spain, Trinidad and Tobago, 22-26 May 2017</li></ul>

**1. Introduction**

1.1 Taking into consideration the strategy of Infrastructure policy and Standardization, the Air Navigation Services that maintains direct relation with the Global Aviation Safety Plan and the Global Air Navigation Plan. These are put into action by all the sections within the ANS (all Areas), through Regional Planning and Implementation Groups (PIRGs) both of which include States and Aviation Partners from within a defined region, in order to face the aviation risks that are often complex and require an ANS coordinated multi-disciplinary response with all stakeholders involved

1.2 The existing evidence during the ICAO Regional Office (RO) evaluation, follow-up and assistance missions performed in past years in the areas of Communications, Navigation and Surveillance (CNS), Aerodromes and Ground Aids (AGA), Aeronautical Information Management (AIM), and Aeronautical Meteorology (MET), and the Technical Assistance missions carried out in past 5 years for the Assessment of an Air Traffic Management (ATM) System, Air Traffic Control Centre(s) and Radars, as well as the establishment of a State Safety Programme (SSP), presented that there are great interaction and interdependence among all ANS Areas.

## **2. METEOROLOGY TASK FORCE (MET/TF)**

2.1 This Secretariat considers aviation meteorology (MET) is an essential element of the complex system that constitutes Air Traffic Management (ATM) in its broadest sense. Weather conditions all aspects of ATM operations, e.g. by variations in head and tail wind components, through changes in pressure and temperature values at airports, and in imposing low visibility operating conditions. Adverse meteorological conditions have the greatest impact on the ATM system creating disruption and the consequent problems of disturbed flow rates, lost capacity and induced additional costs.

2.2 The importance of MET within ATM is well recognized by many. From the outset, it is important to note that MET service provision is unlike any other domain of activity within ATM for two key reasons related to the division of responsibilities.

- a) Firstly, the provision of MET services could be just one element of a portfolio of weather services provided by the majority of States, though some States do provide a service dedicated to aviation meteorology alone. In consequence, aviation needs are factored into the overall provision of weather services rather than being the sole or dominant client of a service provider. So the MET Service Provider may be the National Meteorological Service for a State, an element of the national Air Navigation Service Provider (ANSP), the military services of a State or potentially a commercial provider of weather services;
- b) The second factor to address is, though the International Civil Aviation Organization (ICAO) sets the operational requirements, the technical provisions to meet those requirements is the responsibility of another United Nations Specialized Agency, the World Meteorological Organization (WMO). Close cooperation between the two specialized organizations resulted in a minimum set of requirements for MET Meteorological Service for International Air Navigation, the 3rd Annex of the Chicago Convention (Annex 3), which shall be provided by all designated MET providers around the globe.

2.3 Whilst it is clearly recognized that MET is essential for today's and future ATM and the minimum requirements articulated in ICAO Annex 3 are not sufficient to cater for this needs, recent initiatives to develop MET Strategies for Europe showed that ATM had failed to articulate its requirements for MET. And clearly, MET had been neither successful in promoting its substantial present capabilities to their ATM colleagues.

## **3. AERODROME OPERATIONS TASK FORCE (AOP/TF)**

3.1 The Secretariat also invites the meeting to consider the creation of the aerodrome operations Sub Group conformed by civil aviation aerodrome inspectors and aerodrome operational staff.

3.2 The AOP/TF will support the ANI WG in aerodrome related aspects and contribute in the implementation of operational requirements according to GANP and CAR ANP. The main aspects to be covered by the AGA/AOP will be the following:

- a) Ensure that the planning and implementation of Aerodrome design and operational requirements in the CAR region is consistent with ICAO SARPs, and Global Air Navigation Plan and reflecting global requirements for adequate aerodromes for safety of aircraft operations, paying particular attention to the anticipated increase of aerodrome capacity, alleviating of aerodrome congestion;
- b) Carry out permanent co-ordination with GREPECAS and RASG-PA in order to ensure appropriate integration of all tasks contributing to the implementation of the CAR ANP;
- c) Place special emphasis on identifying and addressing specific deficiencies in the AOP field affecting aircraft and airport operations; evaluating, follow-up and facilitate, according to established procedures, the timely implementation of corresponding action plans proposed by States to resolve identified deficiencies, where necessary; and
- d) Review the requirements of the AOP Part of the CAR Regional Air Navigation Plan with a view to developing any changes required to comply with new technological developments and the evolution in operational requirements including environmental impact aspect and accommodation of New Larger Aircrafts (NLA).

3.3 According to GREPECAS Conclusion 18/8 a letter was circulated to States/Territories requesting nomination by 30 August 2018 to the NACC Regional Office of an aerodrome expert in order to support the implementation of Aerodrome Certification activities and be part of the AGA/AOP Subgroup.

#### **4. SEARCH AND RESCUE (SAR)**

4.1 CAR States who are signatories to the Chicago Convention accept the responsibility for the provision of SAR services per the requirements of its Annex 12 - Search and Rescue. Increases in both aviation and maritime traffic throughout the NAM/CAR region places additional importance on the ability for States to be adequately prepared for potentially increased demand for aeronautical and maritime SAR services.

4.2 The world's citizens, who frequently fly over or sail through the NAM/CAR, expect a timely and adequate SAR response to be provided should it be required. States in the region need to be adequately prepared for the provision of efficient and effective SAR services. To assist in achieving this, it is essential for States to cooperate, collaborate and in some cases assist with resources to neighboring and sub-regional RCCs.

4.3 ICAO Regional Office maintains a record, as reported to ICAO by the States themselves, of the status of individual State SAR compliance against Annex 12 requirements. There are significant variations in the level of State SAR capability across the region with significant gaps requiring urgent action, especially in oceanic areas

4.4 There is a high risk of negative consequences to a State which does not provide an adequate SAR response to an aircraft or vessel in distress. The primary concern is the higher probability for loss of lives which may have been saved. The ability for news to spread rapidly in today's technologically connected world also provides the opportunity for a poor or ineffective SAR response to quickly reach a global audience resulting in damage to that State's reputation internationally and potential economic loss to sensitive State industries such as tourism and transport. However, the benefits of an effective and reliable SAR service to States offers many advantages. Besides reduction of loss of life and human suffering, other advantages include the following aspects

- a) Safer and more secure environment for aviation and maritime related industries, commerce, recreation and travel. Increased safety may promote use and enjoyment of aviation and maritime environments, tourism and economic development. This is especially true when the SAR system is associated with programmes aimed at preventing or reducing the effects of mishaps, sometimes referred to as "Preventative SAR."
- b) Availability of SAR resources often provides the initial response and relief capabilities critical to saving lives in the early stages of natural and man-made disasters. SAR services offer an integral part of local, national and regional emergency management systems.
- c) Well performed SAR operations can provide positive publicity about situations, which may otherwise be viewed negatively. This can lead to improved public confidence in that State's reputation and commitment to providing a safe environment, leading to increased confidence to conduct activities beneficial to that State's economy.
- d) As SAR is a relatively non-controversial and humanitarian mission, it provides an excellent opportunity to enhance cooperation and communication in general between States and organizations, not only for SAR. It can also foster better working relationships between States and organizations at the local, national and international levels, including civil/military cooperation.

4.5 As an iterative process, the Plan requires regular updating to keep current with changes in ICAO Annexes and guidance material, the IAMSAR manual, regional aviation activity, developments in the Air Traffic Management (ATM) system, new technology, political considerations, human performance and lessons learned from actual SAR responses. Plan updates should also focus on the SAR system being an important component of an integrated regional and global air navigation system.

**5. Suggested action.**

5.1 Take note of the content of this Paper and consider the following proposal for conclusion:

**CONCLUSION 04/XX GREATER SUPPORT FROM STATES/Airports operational staff TO AGA/AOP, MET and SAR Task Forces**

That States/Territories and International Organizations operational staff show a stronger commitment and take more effective action in support of GREPECAS AGA, MET and SAR Projects, and designate experts as focal points by 31 October 2018 in order to support the implementation of Aerodrome Certification, Meteorology and Search and Rescue activities.