



International Civil Aviation Organization

ICAO South American Regional Office

Twelfth Meeting of the Civil Aviation Authorities of the SAM Region (RAAC/12)

(Lima, Peru, 3 – 6 October 2011)

Agenda Item 1: Follow-up on the conclusions adopted by previous RAAC meetings

(Presented by the Secretariat)

SUMMARY

This working paper contains a review of the status of implementation of the conclusions of previous Civil Aviation Authorities (RAAC) meetings, and proposes relevant comments in this respect for the meeting to decide on the appropriate courses of action mainly with regard to valid conclusions.

ICAO Strategic Objectives:

A - Safety

C - Environmental Protection and Sustainable Development of Air Transport

1. Analysis

1.1 The policy of the Meetings of Civil Aviation Authorities (RAAC) of the SAM Region establishes that actions adopted must be recorded as **conclusions**, which call for direct attention by the States/ICAO/users. In this connection, the meeting must review the status of compliance of the conclusions considered as valid, to evaluate their status of application and determine the most appropriate actions to encourage and facilitate their application, mainly for those conclusions the Meeting might consider valid at the end of their analysis.

2. Discussion

2.1 Using the same methodology of GREPECAS mechanism, the Secretariat has studied the implementation situation of the conclusions formulated by RAAC/11 meeting, as well as those then considered valid. **Appendix A** contains completed or superseded conclusions and **Appendix B** includes valid conclusions. Taking into consideration the information in both Appendices, the following situation arises:

Completed or superseded conclusions

6/15, 7/3, 10/3, 11/2, 11/3, 11/4, 11/9 and 11/11.

Valid conclusions

5/4, 6/16, 9/3, 9/5, 9/17, 10/1, 10/2, 10/4, 11/1, 11/5, 11/6, 11/7, 11/8 and 11/10.

3. **Suggested action**

3.1 The meeting is invited to examine the information presented in this working paper and review the information presented in Appendices A and B, with the aim of updating the status of implementation of the conclusions formulated up to RAAC/11 meeting, proposing, as necessary, the most appropriate courses of action for their implementation.

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APPENDIX A

REVIEW OF RAAC COMPLETED OR SUPERSEDED CONCLUSIONS

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
6/15 C	SUPPORT TO THE PAN-AMERICAN CIVIL AVIATION INSTITUTE	The Sixth Meeting of Civil Aviation Authorities of the SAM Region, recognising the need to provide management-level training to the personnel from civil aviation entities, agrees to provide its full support to the development of the activities of the Pan-American Civil Aviation Institute "Assad Kotaite", expediting the participation of the professionals required as speakers for the courses it organises, and making use of the training programmes it fosters.	To date, no training courses have been implemented within the IPAC framework, therefore, no request has been made regarding participation of professionals as speakers.	States, IPAC	Completed	Support to the Pan-American Civil Aviation Institute	Undefined
7/3 B	MEASURES TO IMPROVE AVIATION SECURITY (AVSEC)	Civil aviation authorities are urged: a) to the extent of their possibilities, to take action aimed at maintaining effective control systems that permit a balance between facilitation and security. b) for future work, to take into account the coordination and cooperation that should exist among the States of the Region, considering the economic limitations for purchasing equipment, that will permit dealing with new and	States are making progress in the application of the Conclusion. ICAO facilitates courses oriented towards the training of AVSEC Officials, through the workshops offered within the National Civil Aviation Security Programme (NCASP). All AVSEC-related topics will be handled by the ICAO/ LACAC Regional Group on Aviation Security and Facilitation	States	Completed	Adopted measures to improve aviation security	Undefined

ICAO Strategic Objectives:*A: Safety - Enhance global civil aviation safety**B: Security - Enhance global civil aviation security**C: Environmental Protection - Minimize the adverse effect of global civil aviation on the environment*

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		<p>emerging threats.</p> <p>c) to implement measures consistent with the level of threat of each State, taking into account that not all are in the same situation.</p> <p>d) To foster preventive measures aimed at “passenger identification”, promoting the creation of a regional database, using means such as mechanical reading or biometric identification passports.</p> <p>e) To encourage the standardization of standards at the regional level, and the exchange and/or joint acquisition of equipment.</p> <p>f) To clearly identify the training needs of States, and foster training with experts from the same region.</p>	(NAM/CAR/SAM AVSEC/FAL/RG)				
10/3 B	PARTICIPATION OF THE REGION IN WHTI/GEASSA ACTIVITIES	<p>That,</p> <p>a) civil aviation administrations of the Region support GEASSA activities; and,</p> <p>b) the ICAO South American Regional Office participate actively by submitting regional projects for implementation by GEASSA.</p>	<p>The WHTI/GEASSA Group has been disbanded.</p> <p>All AVSEC and FAL activities will be managed by the ICAO/LACAC AVSEC/FAL NAM/CAR/SAM Regional Group.</p>	Civil aviation authorities/ICAO Regional Office	Completed	Support WHTI/GEASSA activities to submit regional projects	Undefined
11/2 A	RECLASSIFICATI ON OF “U” PRIORITY DEFICIENCIES	That ICAO, in coordination with the States, takes the necessary actions to complete the reclassification of “U” deficiencies, in order to present this information at the next ASB meeting.	“U” deficiencies have been reclassified using the risk analysis model used in the ICAO SMS courses.	ICAO SAM Regional Office	Completed	Reclassification of “U” deficiencies	March 2011

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
11/3 A, C	DIPLOMATIC CONFERENCE FOR DRAFTING THE DEFINITIVE TEXT OF THE INCORPORATION AGREEMENT FOR THE ESTABLISHMENT , OPERATION AND MANAGEMENT OF A REGIONAL MULTINATIONAL ORGANISATION (RMO)	That, ICAO, in coordination with the States of the Region, organise a Diplomatic Conference on the second semester of 2009, which, taking into account the draft Incorporation Agreement for the establishment, operation and management of a Regional Multinational Organisation (RMO) contained in Appendix A to this part of the Report, draft and approve the definitive text of said agreement for the establishment of the Regional Multinational Organisation.	The diplomatic conference for the drafting and adoption of the Incorporation Agreement definite text for the establishment of the South American Air Navigation and Safety Organization. The meeting, through a final Act, formulated three resolutions, the first, relative to the signature and ratification of the Incorporation Agreement; the second, to the headquarters of the Organization; and the third, to ICAO support in facilitating the establishment of the Organization. The Act was signed by Argentina, Bolivia, Brazil and Paraguay.	ICAO SAM Regional office	Completed	Definite text of the Incorporation Agreement for the establishment of the South American Air Navigation and Safety Organization	December 2009
11/4 A, C	STATE PROPOSALS FOR DETERMINING THE HEADQUARTERS OF THE REGIONAL MULTINATIONAL ORGANISATION (RMO)	The Meeting: a) approved the minimum conditions for the establishment of the headquarters of the Regional Multinational Organisation (RMO), shown in Appendix B to this part of the Report; and b) requested ICAO to circulate said Appendix to SAM States, inviting them to submit their proposals on RMO headquarters.	State letter LG 4/4-SA375 of 10 June 2009 was sent inviting to present proposals as headquarters of the Organization	a) States b) Regional Office	Completed	South American Air Navigation and Safety Organization headquarters	2010

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11/9 A, C	EXPEDITIOUS MECHANISMS FOR ASSISTANCE TO AND IMPROVEMENT OF RAGS-PA ACTIVITIES	That the Regional Office, in coordination with Colombia and Chile, assess various options to improve assistance and economic aid to RAGS-PA activities. Once completed the assessment, it would coordinate with ICAO Headquarters, and report the results of this activity to the States of the Region on a timely basis.	SAM States have started to actively participate in RASG-PA. Chile and Argentina support with human resources in the preparation of the RASG-PA draft report. Bolivia was host of the tenth RASG-PA Executive Steering Committee. Venezuela has accepted carrying out a RASG-PA workshop on safety.	Regional Office	Completed	Improved assistance and economic aid to RAGS-PA activities	---
11/11	PARTICIPATION OF SAM STATES IN ICAO TRAINING PROGRAMMES	That civil aviation authorities of the Region: a) ensure that AVSEC personnel from their administrations participate in the instruction activities sponsored by ICAO and other international organizations; b) ensure to keep ICAO informed of their States' Points-of-Contact for Facilitation (FAL) as well as Aviation Security (AVSEC); and c) continue to support sponsoring meetings of the ICAO AVSEC/FAL Group for it to continue providing support and guidance for civil aviation security issues that will assist States with compliance of the Standards and Recommended Practices of Annex 9 and Annex 17 to the Chicago Convention.	All AVSEC-related topics will be handled by the ICAO/ LACAC Regional Group on Aviation Security and Facilitation (NAM/CAR/SAM AVSEC/FAL/RG)	ICAO and SAM States	Completed	Improvement in SAM AVSEC personnel qualifications	---

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APPENDIX B

REVIEW OF RAAC VALID CONCLUSIONS

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
5/4 A, C	COORDINATION BETWEEN CIVIL AVIATION AUTHORITIES AND GEOGRAPHIC INSTITUTE AUTHORITIES	That civil aviation administrations: a) in close coordination with the geographic institutes responsible for national cartography, establish plans for effectively implementing the WGS-84; and b) send in due time the implementation schedules resulting from the plans cited in the previous paragraph to the ICAO Regional Office.	States have been making these coordinations and many have already published WGS-84 coordinates. Some States' implementation schedules have not been received	Corresponding States, geographical institutes	Valid	Effective implementation of WGS-84	Undefined
6/16 C	PERSONNEL AND FINANCIAL LIMITATIONS	To encourage States to: a) participate in the ICAO associated experts programme (short-term secondment of national officials, paid by the State under an agreement with ICAO, in those areas in which the Office has insufficient human resources to meet the needs of the Region; and b) continue supporting the meeting programme of the SAM Office and, thus, reduce their cost.	States are collaborating with the Regional Office in providing experts as well as supporting the meetings/seminars/workshops programme.	ICAO Regional Office	Valid	Enough human and financial resources to face Region's current requirements	Undefined

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		<p>g) To support the active participation of the “global aviation war risk aeronautical plan” sponsored by ICAO.</p> <p>h) Orient their representatives at the ICAO Council, in order that they act jointly when making decisions on civil aviation Security, according to the Civil Aviation interests of the SAM Region.</p>					
9/3 A	SUPPORT TO THE ACTIVITIES OF THE REGIONAL SAFETY OVERSIGHT COOPERATION SYSTEM	<p>Recognising the benefits of the SRVSOP, the civil aviation authorities of the Region are urged to:</p> <p>a) continue supporting the efforts being made, together with ICAO and LACAC, to achieve the objectives set forth by the Regional Safety Oversight System</p> <p>b) do their utmost to adopt the LARs once they have been approved by the General Board of the System.</p>	<p>States of the Region have made important progress in the process for the harmonization and adoption of the LARs. As regards their adoption, Paraguay was the first State to do so. To date, most States are in the harmonization process. The support of States to SRVSOP has been evident, nevertheless, still pending is the formalization and effective implementation of reciprocal agreements regarding the compromise towards regional harmonization. Conclusion 9/3 should be revised in the light of the SRVSOP General Board’s latest agreements.</p> <p>SAM States have made important progress on this subject.</p>	States	<p>a) Completed (cf. Appendix A)</p> <p>b) Valid</p>	SRVSOP objectives completion	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/5 A, C	EXCHANGE OF SECONDARY RADAR DATA	That the SAM States assign high priority to the exchange of SSR radar data among adjacent ATC units and develop the necessary bilateral agreements on this matter.	As part of RLA/06/901 project activities, and in follow-up to RLA/98/003 project on automated systems implementation activities, and to GREPECAS guidelines, documentation on the interconnection of automated systems, MoUs between SAM States having automated systems installed, and an action plan for their implementation, have been drafted. Radar data interconnection between Argentina and Uruguay, using IP protocol through REDDIG, was completed in March 2011. Radar data and flight plan interconnection between Brazil and Venezuela was completed in July 2011, and in November 2001, automated systems interconnection between Argentina and Chile will be completed.	ICAO Regional Office	Valid	Exchange of SSR radar data and flight plans (OLDI and AIDC) implemented	July 2013
9/17 C	ESTABLISHMENT OF WORKING GROUPS AMONG STATES, AIRPORT OPERATORS AND INTERNATIONAL ORGANIZATIONS	Civil Aviation Authorities are encouraged to establish working groups with airport operators IATA and AITAL, aimed at analyzing costs' systems and other aspects of mutual interest, with the purpose of improving the efficiency of aeronautical operations.	It is expected that States inform on the actions taken to comply with this conclusion.	ICAO Regional Office	Valid	Costs' systems and other aspects of mutual interest updated	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
10/1 A	SUBSCRIPTION OF CERTIFICATION RECOGNITION AGREEMENTS	<p>States are urged to facilitate the subscription of certification recognition agreements and to continue making efforts to harmonise and/or adopt* standards and procedures, as a means to strengthen regional safety oversight activities and to avoid duplication of efforts.</p> <p><i>* For purposes of all the work to be carried out under the SRVSOP within the framework of the “harmonisation” and “adoption” of LARs, the General Board defined the scope of these terms as follows:</i></p> <p><i>Harmonisation: Harmonisation is understood to be the set of reforms that must be introduced by the member States of the Regional System in their national regulations and procedures, based on the LARs and related documents, in order to achieve, within a period of time defined by each State and reported to the General Board, an environment in which all States have similar requirements and conditions for the issuance of a certification or aeronautical license, and thus a single certification issued by any Aeronautical Authority of an SRVSOP member State would be acceptable to the other member States. Additional requirements may be established, provided they are reported to other States through an Appendix to the LAR, for consultation by any</i></p>	<p>Since 2006, work has been carried out on the “Administrative Agreement for the acceptance of aircraft maintenance organizations and aircraft components among the civil aviation authorities of the SRVSOP member States, on the basis of the SRVSOP multinational auditor team report”, which has been examined and accepted by various SRVSOP fora and LACAC, as well as three consultation rounds with Sates. During JG/23 meeting, Argentina and Chile required that changes be made to the document. At this time, we are expecting Sates to evaluate the changes suggested in order to proceed with the signature of the agreement.</p>	Civil aviation authorities	Valid	SRVSOP standards and procedures harmonized and adopted	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
		<i>Aeronautical Authority of the SRVSOP member States at the time of issuing a certificate in this harmonised environment.</i> <i>Adoption: Adoption is understood to be the set of reforms that must be introduced by the members of the Regional System in order to accomplish, in a period of time defined by the General Board, and in an absolutely voluntary fashion, a harmonised environment, without any additional requirements.</i>					
10/2 A	ESTABLISHMENT OF WORKING GROUPS BY THE STATES	That SAM States consider the establishment of working groups to create the conditions for SMS implementation, in keeping with each Annex.	Most States have established SMS/SSP working groups, bust on an ad-hoc basis. The Secretariat considers that, for an effective SMS/SSP implementation, human resources are required for the exclusive dedication to this task.	Civil aviation authorities	Valid	SMS implemented	Undefined
10/4 A	IMPORTANCE OF AN APPROPRIATE MANAGEMENT OF ARTICLE 83 Bis	That, in order to increase the level of safety oversight, adequate information on the obligations derived from the agreements under Article 83 Bis should be made available by civil aviation administrations of the Region to the other States, including, insofar as possible, information on the procedures applied to ensure compliance of safety oversight obligations.	Even though that some agreements under Article 83 Bis have been signed, some administrations have yet to make available to States the information on applicable procedures.	Civil aviation authorities	Valid	Obligations derived from Art. 83 bis available to other States of the Region	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
11/1 A, C	GRADUAL IMPLEMENTATION OF GNSS TECHNOLOGY	That the SAM States gradually implement GNSS technology in keeping with regional PBN implementation programmes and their respective national plan.	SAM States have started GNSS implementation in support to en route, terminal and non precision approach navigation procedures (RNAV 5, RNP APCH, RNP APC AR). Brazil has implemented a GBAS system, currently on trial phase. Chile is considering implementing GBAS.	Civil aviation authorities	Valid	GNSS implementation	Continuous
11/5 A, C	TECHNICAL ASSISTANCE FOR THE IMPLEMENTATION OF A REGIONAL MULTINATIONAL ORGANISATION (RMO)	That, in order to establish the technical assistance for the implementation of a Regional Multinational Organisation (RMO), ICAO circulate the Technical Cooperation Project Document shown in Appendix C to this part of the Report for approval by the States.	The South American Air Navigation and Safety Organization is expected to be approved. RLA/99/901 and RLA/03/901 projects can be used to make progress in the implementation of the RMO.	Regional Office	Valid	Technical assistance for the South American Air Navigation and Safety Organization	2014
11/6 A	ANALYSIS AND REPORTING OF USOAP AUDIT RESULTS	That the Regional Office, once the USOAP audit cycle has been completed, conduct an analysis of the results of such audits conducted in the States of the Region, and submit a report to civil aviation authorities, containing relevant comments indicating the causes and possible solutions to the lack of compliance with the eight critical elements of a safety system.	The USOAP comprehensive system approach (CSA) audit cycles have ended and the general results are presented in WP/13. An analysis on each critical element will be prepared on the basis of the results of the CSA audits, 3 rd edition	Regional Office	Valid	Seminars and workshops on the new continuous monitoring approach (CSA). Possible technical assistance to SAM States for CMA preparation	31 Dec 2013

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
11/7 A	COMMITMENT TO THE OBJECTIVES OF THE REGIONAL SYSTEM	That the Directors of Civil Aviation of the South American Region reaffirm their commitment to the initiatives of the Regional Safety Oversight System, through: a) Tangible support to its work programme; b) Improving the rate of commitment with the Regional System, as shown in Appendix B to this working paper; and c) Compliance with the target dates defined by the General Board for the harmonisation and/or adoption of the LARs.	Three SAM States have adopted the LARs and the remainder are achieving important progress. The commitment has been improved upon, but the harmonization process is pending completion		Valid		---
11/8 A, C	SUPPORT TO THE ACTIVITIES OF THE RASG-PA	SAM States are urged to give maximum support to the Regional Pan-American Aviation Safety Group and to its activities developed, with a view to implementing the GASP/GASR.	Both Brazil and Chile are providing tangible support in RASG-PA activities. SRVSOP JG/23 meeting agreed in supporting RASG-PA in the adaptation of an Advisory Circular for their dissemination among SAM States. This circular is oriented towards mitigating the runway excursion (RE) problem.	States	Valid	GASP/GASR implementation	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
11/10	PARTICIPATION OF SAM STATES IN THE USAP	<p>That States, in correspondence with Standard 2.1.1 of Annex 17 to the Convention on International Civil Aviation:</p> <p>a) ensure the backup and support for the AVSEC organisation within their administration for the establishment, approval and effective implementation of their AVSEC National Civil Aviation Security Programme (NCASP), and related programmes and documents, and the activation of their National Civil Aviation Security Committees or similar arrangements;</p> <p>b) ensure complete and effective implementation of their corrective action plans regarding the recommendations of the USAP first audit report before receiving the USAP second cycle audit, notifying the progress on their action plans to ICAO; and</p> <p>c) should any differences identified during the audit remain unaddressed, States are reminded of their obligation under Article 38 of the Convention on International Civil Aviation to officially notify ICAO of any such differences.</p>	All AVSEC-related topics will be handled by the ICAO/ LACAC Regional Group on Aviation Security and Facilitation (NAM/CAR/SAM AVSEC/FAL/RG)	ICAO and SAM States	Valid	Ensure compliance with Annex 17 SARPs	31 Dec 2013