



RAAC/9

INTERNATIONAL CIVIL AVIATION ORGANIZATION

South American Regional Office

NINTH MEETING OF CIVIL AVIATION AUTHORITIES OF THE

SAM REGION

RAAC/9

REPORT

(Santiago, Chile, 18 to 20 April 2005)

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HISTORY OF THE MEETING

ii-1 PLACE AND DURATION OF THE MEETING

The Ninth Meeting of Civil Aviation Authorities of the SAM Region was held in Santiago, Chile, from 18 to 20 April 2005, at the Marriott Hotel.

ii-2 OPENING CEREMONY AND OTHER MATTERS

Mr. Jaime Estévez, Minister of Public Works, Transport and Telecommunications addressed the participants and after a brief speech proceeded to inaugurate the meeting. Then, Dr. Assad Kotaite, President of the ICAO Council, thanked the Government of Chile and welcomed the participants to the meeting, emphasizing the importance of these meetings for the development of regional air transport. Mrs. Marion Blakey, Administrator of the Federal Aviation Administration of the United States of America acknowledged the invitation to participate in this important event and the excellent treatment received, and explained the plans of the FAA to create a seamless aviation system in cooperation with all Latin American States.

ii-3 SCHEDULE, ORGANIZATION, WORKING METHODS, OFFICERS AND SECRETARIAT

Mr. Enrique Rosende Alba, Director General of Civil Aviation of Chile was elected Chairman of the Meeting, and Mr. José Luis Vilardo, National Director of Civil Aviation of Uruguay was elected as Vice-Chairman. Mr. José Miguel Ceppi, acted as Secretary, assisted by Mr. Carlos Stehli Deputy Director *a.i.* of the SAM Office, Mr. Marco Ospina, Air Transport Regional Officer of the SAM Office and Secretary of LACAC, and Mr. Jorge Fernández Demarco, Air Traffic Management Regional Officer of the ICAO SAM Office.

ii-4 WORKING LANGUAGES

The working languages of the meeting and its relevant documentation were English and Spanish.

ii-5 AGENDA

The following agenda was adopted:

- Agenda Item 1: Analysis of the impact on the Regional Air Transport as a result of airport concessions
- Agenda Item 2: Analysis of the safety oversight level reached in the Region
- a) Expansion of the ICAO Universal Safety Oversight Audit Programme (USOAP)

- b) State of development of the SRVSOP

Agenda Item 3: Review of the Implementation of the Regional Air Navigation Plan

- a) Implementation of the CNS/ATM Systems
- b) Deficiencies reduction or elimination, identified on air navigation services provision

Agenda Item 4: Institutional Aspects for the management and control of multinational facilities and systems

Agenda Item 5: Review of the ICAO Regional Programme

Agenda Item 6: Regional Civil Aviation Security

Agenda Item 7: Follow-up of the Conclusions adopted by previous RAAC Meetings

Agenda Item 8: Other matters

ii-6 **ATTENDANCE**

Eleven States of the SAM Region, 1 State of the NAM Region and 5 International Organisations, ACI/LAC, AITAL, IATA, IFATCA and LACAC, totalling 79 participants, attended the meeting. The list of participants is shown in pages iii-1 to iii-13.

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Agenda Item 1: Analysis of the impact on the Regional Air Transport as a result of airport concessions

1.1 The aeronautical authorities reviewed the background information on airport concessions in the SAM States, and assessed the work that the latter had carried out on this matter, based on the explanatory tables that had been presented by the Secretariat and which had been prepared following a survey that appears summarised in the **Appendix** to this part of the report.

1.2 The meeting also highlighted the integration process of States and sub-regional organisations that pursue liberalisation based on common policies, taking into account that air transport is a key tool for achieving the economic integration objectives in the Region. To this end, the meeting welcomed the close coordination between ICAO and LACAC on this matter.

1.3 The meeting, *inter alia*, analysed the airport concession processes in the Region, as well as the resulting benefits, particularly:

- the modification of airport infrastructure to meet international standards;
- the modernisation of passenger services;
- improved capacity;
- the modernisation and improvement of airports;
- compliance with standards;
- the generation of employment; and
- savings for the States.

1.4 Likewise, the meeting took note of the concern expressed by the carriers regarding the methodology used for estimating airport charges and duties, and the transparency that should prevail in tariff calculations to avoid surcharges.

1.5 Upon raising the need to establish mechanisms for the planning, control and coordination of ICAO cooperation schemes, the meeting agreed that technical cooperation policies were defined in Resolutions A35-20 and A35-21, and, consequently, policy changes should be proposed within the ICAO Council.

1.6 In turn, the Uruguayan delegation submitted information on the licensing of its airports in response to the survey circulated among States for updating the tables contained in the Appendix to the working paper presented by the Secretariat (WP/3).

1.7 The meeting, in response to the concerns expressed by IFATCA, IATA and ACI/LAC, made comments on the impact of airport concessions on ATS management in the Region; the positive aspects of the processes in the States of the Region; the bias in long-term demand estimates affecting the tariff system; the compliance with LACAC Resolution A15-13; the need to give more flexibility to concession contracts so that they can be modified over time; the importance of reaching a consensus of methodologies for setting airport duties and charges, especially regarding cross subsidies in groups of airports; the improved distribution of income so that air navigation services under the responsibility of the States will not be affected; and the search for a balance suitable for all actors.

1.8 Likewise, the meeting noted the proposal that the ICAO Technical Cooperation previously should inform the corresponding aeronautical authorities, when establishing agreements with private enterprises, in accordance with Assembly Resolutions A35-20 and A35-21. In this respect, the meeting considered that this matter should be channelled through the ICAO Council representatives, since it dealt with ICAO Assembly Resolutions.

1.9 As a result of the discussions, the meeting formulated the following conclusion:

**CONCLUSION 9/1 AIRPORT CONCESSIONS AND THEIR IMPACT ON
REGIONAL AIR TRANSPORT**

That GREPECAS and LACAC assess the need for maintaining a balance between commercial and air navigation income in the licensed airports, in order to optimise the provision of services offered by each sector, without detriment to their respective functions.

That the States send to their representatives before the ICAO Council their concern related to the establishment of mechanisms for the planning, control and coordination of technical cooperation in a business setting, ensuring compliance of the standards and recommended practices.

That, taking into account that the work programme of LACAC contemplates the holding of a “Latin American Colloquium on Air Transport” on the second half of this year, consideration be given to the need of discussing all the issues raised during the debate in a broad and transparent manner during that event, so that the aeronautical authorities, airlines, airport operators and regulatory bodies may have an open and unrestricted discussion of the problems affecting the services provided by the parties involved.

ANALYSIS OF THE SURVEY ON ECONOMICS, AIRPORT MANAGEMENT, AIR NAVIGATION SERVICES AND AIRPORT CONCESSION PROCESSES

1. Have any airports in your country been given in concession or privatised?

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
YES	X	X	X	X	X	X	X		X	X	
NO								X			X

2. If concession processes have not been completed yet, indicate what airports will be given in concession in the short term:

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
The process has been completed	X	X		10						2	
Number of airports to be given in concession			1	2	3	1	1			1	
Concession period				20	*					20	
Type of organisation (joint venture, private or State-owned)				P	*		S			P	

(*) COL The concession period and the licensee still to be defined.

If the answer to question # 1 is negative, go to question # 11; otherwise, proceed with the survey:

3. What airports have been given in concession in your country?

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
Number of airports given in concession	36	3	10	10	3	2	2		1	2	
Concession period (average years)	30	25		10/ 12/ 15/ 20	9/8 /4	15/ 35	30		30	25	
Type of organisation (joint venture, private or State-owned) (average)	P	P	P	P	P	P	P/ S		P	P	

4. **Has LACAC Resolution A15-15 “Guidelines on the airport concessions model” been taken into account for giving airports in concession in your country?**

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
Fully				X							
In part	X	X	X		X		X		X	X	
Has not been taken into account											

5. **What areas have been given in concession?**

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
All areas											
All except airport security											
All except air navigation		X			X	X	X		X		
All except airport security and air navigation	X		X	X						X	

6. **How is income distributed between the licensee and the State?**

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
Security	S	L	L	E	L	L	L		L	S	
Commercial areas	L	L	L	L	L	L	L		L	L	
Flight dispatch	L	L	-	L	S	S	L		L	L	
Movement of aircraft	L	L	L	S	L	S	L		L	L	
Passenger terminal facilities	L	L	L	L	L	L	L		L	L	
Cargo terminal facilities	L	L	L	L	L	L	L		L	L	
Hangar and maintenance	L	L	L	S	L	L	L		L	L	
Ground handling	L	L	L	L	L	L	L		L	L	
Air traffic control (including telecommunications)	S	S	L/S	S	S	S	S		S	S	

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
Ground access facilities and services	L	L	-	L	L	L	L		L	L	
Meteorological services	S	S	L/ S	S	S	S	S		S	S	
Other	S								L		

7. Have concession contracts been maintained or are being revised?

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
All contracts have been maintained	X		*	X		X			X	X	
Number of airports with contracts under revision	1				2	1	3				

ARG Subject to renegotiation with AP owners (State and provincial governments) – San Salvador de Jujuy airport.
 BRA No information available
 COL Because of the airport tariff being charged, economic imbalances and failure to invest
 CHI A supplementary agreement was signed in 2004 for two airports
 ECU The Quito Mariscal Sucre airport contract is being revised at the lenders' request.
 PAN Because of expiration of royalties.

8. How does your country benefit from the airport concession process?

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
Improvement of airport infrastructure to meet international standards	X			X	X		X			X	
Modernisation of passenger services	X			X					X	X	
Expansion of airport capacity	X			X						X	
Modernisation and improvement of airports	X	X		X	X	X	X		X	X	
Compliance with standards		X									
Generation of employment											
Savings for the State			X	X			X				

9. Has the airport concession process faced any problems?

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
YES	X					X	X			X	
NO		X	X	X	X				X		

10. If yes, list the problems faced and how they have been or are being solved?

Member State	Problems faced	Solution
Argentina	Renegotiation of contract with private entity at one airport	Underway
Ecuador	Failure to define competencies at the two airports, failure to specify approach and take-off rates included in the landing charge.	Service agreement in support of QUIPORT. Proposed establishment of approach and take-off rates for services provided by the authority.
Panama	Concession process challenged, weak legal base.	Under study.
Uruguay	The private entity claims non-compliance of conditions	Extension of concession period

11. What entity(entities) are in charge of managing and administering airports in your country?

Member State	State	Licensee
Argentina	Argentinian Air Force	AA2000 S.A./ London Supply S.A.
Bolivia	AASANA	SABSA
Brazil	Municipality, INFRAERO, DAESP, Government, MPE	CONTRATEC, Costa do Sol, ADAERO, Transporte Capellini, USIMINAS, SINART
Chile	DGAC	Chucumata SA, El Tepual SA, El Loa SA, La Florida SA, Consorcio SCL, Aerosur SA, Austral SA, Cerro Moreno SA (each licensee in its respective airport)
Colombia	Aerocivil	Aeropuertos del Caribe SA (ACSA), Sociedad de la Costa SA (SACSA) and Aerocali SA.
Ecuador	DGAC (in airports not given in concession)	CORPAC-QUIPORT (Quito) and TAGSA (Guayaquil)
Panama	Civil aviation authority	Colón: Multi-mode and service centre (CEMIS), Tocúmen: Tocúmen SA international airport (AITSA), and Howard: Agencia Especial Panamá - Pacífico

Member State	State	Licensee
Paraguay	Civil aviation bureau - DINAC	
Peru	CORPAC SA (provincial airports)	LAP (Jorge Chávez airport)
Uruguay	Dirección Nacional de Aviación Civil e Infraestructura Aeronáutica (DINACIA)	Carrasco: Concesionario Puerta del Sur S.A., Laguna del Sauce (Cap. Carlos A. Curbelo): Consorcio Aeropuertos Internacionales S.A. (CAISA)
Venezuela	Regional governments (autonomous institutes and services created by the regional government) and, in other cases, the national government (INAC)	

12. What entity is responsible for approving airport tariffs?

Member State	State	Licensee
Argentina	ORSNA	
Bolivia	Superintendencia de Transportes – SIRESE (based on operating costs)	
Brazil	Air command (aeronautical authority)	
Chile	Ministry of Defence and others (the DGAC, JAC, the Ministries of Defence, Transportation, Finance and Economy participate)	
Colombia	UAEAC Aerocivil	
Ecuador	CNAC (aeronautical and airport entities involved in the national network)	Municipalities of Quito and Guayaquil for the licensees.
Panama	Civil Aeronautical Authority	Tocúmen SA and CEMIS
Paraguay	Civil Aeronautics Bureau - DINAC	
Peru	Public transport infrastructure investment oversight organisation - OSITRAN	
Uruguay	The Executive reviews the tariffs proposed by the licensee before their implementation	Proposes tariffs based on contract parameters
Venezuela	Regional governments and the Maiquetía Autonomous International Airport (IAAIM)	

13. How are airports internally organised in your country?

Member State	Organisation
Argentina	Airport management, operating services (ATS, COM, ARO-AIS, MET, SAR), ancillary services (SEI, transport, maintenance, security, sanitation) and technical services (central services, comptroller, administrative services, public relations).
Bolivia	Public and private airports
Brazil	Airports have military, state, provincial, district and private administrations.
Chile	Airports are under DGAC authority. In the 10 airports given in concession, the DGAC is responsible for general management and supervision, while the licensees are responsible for passenger terminals and concession areas. Airports and aerodromes are directly managed by the DGAC.

Member State	Organisation
Colombia	The type of organisation is defined by the central bureau and the six regional governments with jurisdiction over the public aerodromes located in various departments. They are classified in categories A, B, C, D, category A representing higher-income airports.
Ecuador	By category, Resolution No. 020/2001.
Panama	The administrative, financial and marketing aspects are structured like a private enterprise. At the technical level, they have the typical airport structure (maintenance, operations, security, etc.)
Paraguay	a) Airport director and b) Manager of each airport.
Peru	The airports in the country are classified into national and international and, with the exception of the Jorge Chávez airport, CORPAC SA is responsible for managing and equipping the commercial airports of the country, as well as for air traffic control at national level.
Uruguay	The Director of DINACIA is the direct responsible for nacional airports. In the concessioned airports, DINACIA is responsible for the operation areas and concessionaries for the comercial areas.
Venezuela	There is no frame administrative structure.

14. What entity is responsible for financial control of airports in your country?

Member State	State	Licensee
Argentina	Argentinian Air Force	AA2000 SA / London Supply SA
Bolivia	AASANA (34 public airports)	SABSA (3 public airports)
Brazil	O faturamento e a cobrança das tarifas da infra-estrutura aeronáutica são efetuados por um Sistema Único de Cobrança de Tarifas da Aeroportuárias de Navegação Aérea – SUCOTAP.	O controle financeiro é executado independentemente pelos concessionários
Chile	DGAC	Each license in its respective airport
Colombia	Civil aviation	
Ecuador	National network (airports not given in concession)	The municipalities through their respective corporations, CORPAC in Quito and AAG in Guayaquil.
Panama		CEMIS / TOCUMEN SA. Operators manage internal finances, submit yearly financial statements and pay taxes to the State.
Paraguay	Civil aviation bureau - DINAC	
Peru	National fund to finance the business activities of the State - FONAFE	OSITRAN
Uruguay	General aviation infrastructure bureau	At the “C/C Carlos A. Curbelo” airport.
Venezuela	The aeronautical authority does not exert financial control over the airports at national level	

15. Is the income from airport services reinvested in the sector?

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
Fully	X		X	X					X		
In part	X	X			X	X	X	X		X	X
In other sectors											

ARG The income received by the National State is fully invested in the activity (Law 13.041 and its amendments). Licensee royalties are partially reinvested, according to Decree 375/97 and its amendments.

BOL A significant portion is used to cover services and maintenance of airports managed by AASANA.

CHI The DGAC is financially self-sufficient and does not transfer funds to the State. Yearly investment by the DGAC accounts for approximately 35% of its budget.

ECU Regarding airports given in concession, yes they are, but the national network needs State subsidies.

PAN In the case of Tocumen SA, contributions are made to a special development fund for aeronautical infrastructure. In the case of Colón, no funds are reinvested in airports.

PAR According to the general budget allotted by Congress.

URU Transferred to the General Income division, which then assigns the resources.

16. How are airport and air navigation rates and duties estimated?

ANSWER	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
On an indexation basis and using no cost methodology				X				X			
Based on a cost methodology		X	X		X	X	X		X	X	X
Based on LACAC Resolution A15-13											

ARG According to Law 13.041 (attached).

COL On an indexation basis and using no cost methodology for concessions.

17. How are the costs chargeable to non-aeronautical activities estimated?

Member State	Estimate of costs attributable to non-aeronautical activities
Argentina	According to Law 13.041 and its amendments (attached).
Bolivia	There are costs attributable to non-aeronautical income (e.g., concession expenses which correspond to 20.8% and 8% of income)
Brazil	Apropriação dos custos e licitação.
Chile	Non-aeronautical meteorology, the aeronautical technical school, the aeronautical

Member State	Estimate of costs attributable to non-aeronautical activities
	museum and concessions are considered to be non-aeronautical activities. The cost of the first three activities is estimated on the basis of total cost, taking into account labour, asset depreciation and operating expenses.
Colombia	On an initial basis. For instance, in the case of rentals, the income statement is taken into account. Tariff variations take into account minimum wage increases determined by the government. Another factor used to increase tariffs is the consumer price index percentage accumulated on the previous year.
Ecuador	With the IPCU. The technical-administrative expenses, salaries, training, fees, supplies, purchase of manuals, office supplies and specialised equipment inherent to the activity or area subject to charges are obtained for the non-aeronautical activity during the fiscal period and then prorated to obtain the charge for the service provided.
Panama	No details available.
Peru	Charges for non-aeronautical activities are not regulated; therefore, their costs are not estimated. For determining rental costs, the expenditure absorption method is used.
Venezuela	Based on tax units, which is a unit established by the tax and customs authority of the country, called SENIAT, to determine tax penalty costs according to inflation levels defined every year by the Central Bank of Venezuela.

18. What airport and air navigation charges and duties are charged at the airports of your country?

DUTIES	A R G	B O L	B R A	C H I	C O L	E C U	P A N	P A R	P E R	U R U	V E N
Landing	X	X	X	X	X	X	X		X	X	
Lighting	X	X	X	X		X			X		
Approach and aerodrome control	X	X		X	X	X			X		
Parking	X	X	X	X	X	X			X	X	
Air bridge	X	X	X	X	X	X			X	X	
Hangar	X		X			X			X	X	
Passenger services	X	X	X	X	X	X			X	X	
Cargo	X		X			X			X	X	
Security measures	X		X			X			X		
Noise											
Others	X										

Agenda Item 2: Analysis of the safety oversight level reached in the Region

- a) Expansion of the ICAO Universal Safety Oversight Audit Programme (USOAP);
- b) State of development of the SRVSOP; and
- c) IATA safety audit programme (IOSA)

Expansion of the ICAO Universal Safety Oversight Audit Programme (USOAP)

2.1 The meeting took note of the grounds on which the ICAO Assembly (Resolution A 32-11) had entrusted the organisation with the conduction of regular and harmonised safety audits in contracting States. It also noted that said audits had started with Annexes 1, 6 and 8, Annex by Annex, and that the Assembly, based on Resolution A 33-8, had requested that said audits be extended to Annexes 11, 13 and 14.

2.2 Regarding the above, the meeting was informed that ICAO had engaged personnel for the safety oversight audit section (SOA), had trained staff from said section together with other staff of the organisation (Regional Offices and sections from ICAO Headquarters), and personnel from the States that participated in the programme. In the process of extending audits to Annexes 11, 13 and 14, the organisation had noted that the Annex-by-Annex audit procedure was problematic since ICAO Annexes were interrelated, and that this audit procedure would be lengthy and expensive. In this respect, the ICAO Council approved a complete systemic approach to audits, focusing on determining the general safety oversight capability of States. This new methodology would improve efficiency and reduce the cost of the programme.

2.3 The meeting was presented with general information on the USOAP systemic approach and on the stages of programme. It was also noted that the first States to be audited in the Region under the USOAP systemic approach would be Panama (October 2005) and Colombia and Peru (March 2006). It was also noted that a seminar/workshop had been conducted in March 2005 to train State coordinators and the professional staff of the SAM Regional Office on the mechanism used by the USOAP under the system approach. The meeting noted that the ICAO Regional Offices would play an important role in the follow-up of audit results.

2.4 Regarding the request of the ICAO Secretary General concerning the assignment of State personnel to the USOAP, the meeting formulated the following conclusion:

CONCLUSION 9/2**PERSONNEL ASSIGNED TO THE USOAP**

That the States that have not yet done so, and that are in a position to do so, respond to the invitation of the ICAO Secretary General contained in letters AN 19/9-04/26 and AN 19/34-04/92 of March 26 and November 30 2004, respectively, by assigning experts to support the USOAP in the short and medium term.

2.5.1 The meeting received extensive information on the unified strategy for the resolution of safety deficiencies. In this respect, some relevant sections of ICAO Assembly Resolution A 35-7 were reviewed.

Status of implementation of the SRVSOP

2.6 The meeting was made aware of the status of implementation of the Regional Safety Oversight System. It was recalled that this initiative had been the result of an agreement reached at the RAAC/5 meeting and that, since early 2002, the following LARs and related documents had been developed: LAR 1 on Definitions, abbreviations and symbols; LAR 11 on Rules for the formulation, publication and amendment of LARs; LAR 145 on Approved maintenance organisations; LAR PEL on Personnel licensing; LAR OPS on Air operations and certification, RVSM approval requirements, and the Airworthiness inspector manual.

2.7 The meeting was also informed of the courses that had been conducted, and those that were being planned for this year, particularly the ISO 9001:2000 leader auditor and the aircraft modification and overhaul approval training courses.

2.8 The meeting took note that the first multinational trial for the certification of a maintenance organization, using the LAR 145, had been successfully conducted and that three other trials were scheduled for this year in Venezuela, Bolivia and Cuba.

2.9 Regarding the strategy for the implementation of the LARs by the States, the Brazilian representative said that Brazil had problems for the adoption of the LARs at this time, although its State was harmonizing its regulations with those of the Regional System. In the case of LAR 145, it was noted that they were working on a 5-year target date for their harmonization with domestic regulation.

2.10 The meeting agreed that a standardised setting would bring the following benefits to the regional system:

- reduced costs for the States of maintaining an effective safety oversight system
- reduced certification and oversight costs for the aeronautical industry in the region
- correct interpretation and application of aeronautical standards
- creation of an appropriate setting for the strengthening of large regional operators to compete with the large airlines of other States
- standardisation of inspector training programmes
- exchange and sharing of human resources among CAAs
- acknowledgment of certificates issued by the States
- harmonious relations between the State and the industry, in view of a higher level of participation in rule-making and of independence of certification and oversight audits
- elimination of conflicts of interest between inspectors and operators.

2.11 On the other hand, it was agreed that the literal adoption of models from other States, which have much larger industries as compared to the Latin American ones, created serious interpretation problems and restricts the development of regional aviation, while increasing operating costs, and did not guarantee an appropriate safety oversight.

2.12 Emphasis was placed on Resolution A35-7 of the 35th ICAO Assembly, “*Unified strategy for the resolution of safety-related deficiencies*”, which recognised the potential of regional organisations to assist the States in complying with their obligations, through economies of scale and by promoting uniformity at a larger scale; to participate in the strengthening and promotion of regional safety oversight organisations; and to support them in a tangible manner.

2.13 It was also stressed that, at the Global Summit on Regional Safety Oversight (George Washington University, February 2005), the FAA had highlighted the importance of establishing regional mechanisms to meet civil aviation requirements to improve safety; and had stressed the activities of the SRVSOP, while recommending, by way of an action plan, the establishment of common regulations, the provision of resources and training to a group of inspectors, and proper leadership to direct the activities of a regional system.

2.14 In view of the foregoing, the meeting adopted the following conclusion in support of the activities of the SRVSOP and the harmonisation of aeronautical regulations:

CONCLUSION 9/3

SUPPORT TO THE ACTIVITIES OF THE REGIONAL SAFETY OVERSIGHT COOPERATION SYSTEM

Recognising the benefits of the SRVSOP, the civil aviation authorities of the Region are urged to:

- a) continue supporting the efforts being made, together with ICAO and LACAC, to achieve the objectives set forth by the Regional Safety Oversight System
- b) do their utmost to adopt the LARs once they have been approved by the General Board of the System.

2.15 The representative of Colombia informed that they were in the process of assessing their incorporation into the SRVSOP.

Accident trend in the SAM Region

2.16 Next, an analysis of the accidents occurred in SAM States during the last decade was presented, also providing information on the main causes of such events, and the action that should be taken by civil aviation authorities to reduce their occurrence.

2.17 The analysis highlighted the following aspects:

- a) the rate of aircraft losses in the region had remained constant, above the recorded world average of hull (fuselage) losses, in some cases doubling or tripling the yearly rate between 1993 and 2002.
- b) a summary was provided of the number of civil aviation accidents occurred in SAM States between 1995 and 2004. This summary was prepared utilizing statistical information obtained from various specialized sources, including information from occurrences with broadcast dissemination, mainly related to commercial aviation operations, carried out in different aircraft categories, including some aerial work operations, using general aviation aircraft, excluding occurrences involving States' aircraft. This information is contained in **Appendix A**.
- c) in the classification of the types of accidents by category, explosion/fire, CFIT, technical problems and, to a lesser degree, loss of control had been identified as the primary causal factors that prevail in aviation accidents in Latin America.
- d) certified commercial air operators engaged in scheduled and non-scheduled passenger air transport had experienced the greatest improvement in the accident rate. At present, fifty percent (50%) of the accidents involving commercial aircraft occurred in the final flight segment (final approach and landing), mainly due to in-flight loss of control and controlled flight into terrain (CFIT), usually attributable to the crew in sixty two percent of the cases (62%), to aircraft failure in nineteen percent (19%), to weather conditions at the point of destination in twelve percent (12%), and to a series of less frequent causes.

- e) aviation accidents involving aircraft engaged in air cargo operations occurred 22 times more frequently than the average number of accidents of passenger aircraft.
- f) regarding accidents involving general aviation aircraft, these generally occurred during the approach and landing phases, and were mostly attributable to crew errors, in addition to a series of complementary factors associated to non-compliance with aircraft operating procedures, inadequate cross-control among crew members, pilot error, poor awareness of the separation between the aircraft and ground obstacles, poor assessment of weather conditions and runway surface conditions, in addition to lack of professional judgement to assess risky conditions.
- g) with respect to accidents, the maintenance factor was a causal element in most of them, many times involving technical or mechanical failure associated to engine operation, rotor failure, or various mechanical components. This trend points to maintenance failure as the cause of accidents. Another determining factor of a helicopter accident was loss of control, there being cases in which these factors were associated to, and occurred immediately after, a mechanical failure.

2.18 After completing the analysis, the meeting agreed that the improvement of civil aviation safety would require a joint effort by civil aviation authorities, international organisations, the aeronautical industry, and operators of different modalities, in order to establish and consolidate a safety culture among aeronautical industry users.

2.19 Regarding the activities carried out by commercial air operators engaged in passenger transportation in scheduled flights, it would be necessary to continue monitoring operations, applying effective safety oversight, promoting the establishment of safety and accident prevention programmes, based on non-punitive incident reporting systems, and to continue acquiring a deeper knowledge of aspects related to the importance of human factors in civil aviation.

2.20 Within the framework of the activities carried out by air cargo service operators, it will be necessary to strengthen the initial certification process and to increase subsequent monitoring activities in order to make sure that the operator continues to achieve the safety level it had at the initial stage prior to the granting of the air service operator certificate (AOC). Furthermore, emphasis should be placed on the quality and frequency of training activities aimed at improving aircraft stowing and dispatch activities, without neglecting aspects related to the availability of efficient safety and accident prevention programmes, including awareness of human limitations and knowledge of the requirements for safe air carriage of dangerous merchandise.

2.21 With respect to general aviation operations, as previously stated, this sector deserves a long-term effort, mainly aimed at the introduction of a strong safety culture among operators, by improving training methods, certifying civil aviation training centres thoroughly, requiring the appropriate skills from the instructors in charge of theoretical and in-flight training, and, in general, fostering the establishment of a professional discipline to prevent non-compliance with safe practices in air operations.

2.22 In view of the above, the meeting adopted the following conclusion:

CONCLUSION 9/4 IMPROVEMENT OF SAFETY PROGRAMMES IN THE STATES

In order to improve safety levels in the various sectors of air transport, civil aviation authorities shall:

- a) foster the establishment of safety and accident prevention programmes, based on non-punitive incident reporting systems;
- b) within the framework of the operations carried out by cargo air service operators, strengthen the initial certification process, and increase subsequent oversight activities; and
- c) regarding operations carried out by the general aviation, including helicopters, establish programmes for the introduction of a safety culture among operators, improving training methods, and conducting detailed certification processes at civil aviation training centres.

IATA safety audit programme (IOSA)

2.23 The meeting received information about the IOSA, noting that it was an internationally accepted and recognised system for the assessment of airline operation management and control systems. It started operating in September 2003 and had conducted 56 audits, carried out by audit entities selected by IATA. At present, there were 6 entities in operation. Audit information can be available to regulatory authorities of the States, in support of their safety oversight functions.

2.24 It was noted that the contribution of IOSA to safety oversight had been acknowledged by the ICAO Assembly in Resolution A35-7, and IATA expected that, with the cooperation of ICAO, airlines and States would begin seeing IOSA as a new standard for airline safety audits.

State of occurrence	Number of Accidents 1995 - 2004				
	National Registry	Other State registries	Total	Number of departures	
				OPS by year (in miles)	Regional Percentage
-1-	-2-	-3-	-4-	-5-	
Argentina	12	2	14	127,24	8,77
Bolivia	11	0	11	35,14	2,42
Brazil	53	3	56	622,40	42,89
Colombia	29	9	38	227,65	15,68
Chile	1	0	1	87,40	6,02
Ecuador	4	5	9	49,65	3,42
French Guyana	0	0	0	2	0,14
Guyana	3	0	3	3,9	0,27
Panama	4	1	5	66,5	4,6
Paraguay	0	2	2	16,13	1,1
Peru	7	2	9	54	3,72
Suriname	1	0	1	1,5	0,1
Uruguay	0	2	2	12,64	0,87
Venezuela	9	1	10	144,85	10
TOTALS	134	27	161	1,451	100

- Column 1 Identifies the States where the occurrences have taken place.
- Column 2 Shows the amount of aircraft occurrences with national registry, obtained from various specialized sources.
- Column 3 Shows occurrences with other State registries aircraft, obtained from various specialized sources.
- Column 4 Identifies occurrences obtained from various specialized sources, excluding the aircraft nationality.
- Column 5 Indicates the yearly estimated amount of departures in the SAM Region, as well as the State's percentage participation in all operations, calculated from data from the OAG-Official Airline Guide.

In accordance with well-known information, it has been calculated that annually, in the SAM Region, during the 1994/2005 period, per each million of departures, 11 aircraft were considered hull-loss accidents.

Agenda Item 3: Review of the implementation of the Regional Air Navigation Plan**a) Implementation of the CNS/ATM systems**

3.1 The meeting recalled that the Eleventh Air Navigation Conference (AN-Conf/11), held in 2003, examined the ATM global operational concept and agreed on the need for all CNS/ATM (communications, navigation and surveillance/air traffic management) stakeholders to give all possible support to the implementation of this new operational concept, and to begin activities towards said implementation.

3.2 In this regard, the SAM States, in close coordination with the CAR/SAM Regional Planning and Implementation Group (GREPECAS) and ICAO, have planned and carried out in recent years an intense activity to implement different ATM functions through the application of CNS/ATM systems, with special emphasis on the implementation of the ATM global operational concept, and of the recommendations of the Eleventh Air Navigation Conference as a frame of reference for future activities.

Implementation of RNAV routes

3.3 The meeting noted that one of the most relevant activities in the region, sponsored by Project RLA 98/003, was the RNAV route programme, which had already implemented 40 RNAV routes, had implemented or extended 22 ATS routes, and had eliminated 7 conventional ATS routes and 12 route segments (Phases 1 and 11A). According to the information received, this programme had resulted in US\$27 million of annual fuel savings, without considering the latest price increases. Phase II-b of this programme will begin in May 2005, and it is estimated that it will result in fuel savings of US\$ 1 million.

RNP implementation

3.4 The meeting also noted that the RNP implementation programme started with the Pre-operational implementation of RNP 10 in the Santiago de Chile-Lima segment of parallel routes UL 302 and UL 780, and was in operation since 22 January 2004. Air operations in this system of parallel routes were not facing major difficulties and, according to the information provided by IATA, based on the expected increase of capacity in the corresponding airspace and the expected reduction in departure delays, savings in operating costs were estimated at US \$ 0.9 million.

3.5 The GREPECAS/12 meeting agreed that Brazil and Uruguay should conduct a Feasibility analysis for the implementation of RNP 5 in the Brasilia, Curitiba and Montevideo FIRs, according to the corresponding action plan. This activity was foreseen to take place this year.

3.6 The meeting also noted that the drafting of an action plan for the implementation of RNP in the CAR/SAM Regions in the short and medium term is being considered.

RVSM implementation

3.7 The meeting recalled that, after four years of intense work, effort and regional cooperation, the States, Territories and International Organisations of CAR/SAM Regions had successfully implemented the reduced vertical separation minima (RVSM) on 20 January 2005, together with the NAM Region. According to previous analyses, the RVSM would generate savings of US \$ 400 million in a 15-year period for air operators. The meeting also acknowledged and highlighted that the success obtained in the implementation of RNAV routes, RNP and RVSM was greatly due to the support given by Regional project RLA/98/003 “Transition to CNS/ATM systems in the CAR/SAM Regions”.

ATFM implementation

3.8 The meeting also noted that the Region was facing new implementation challenges, namely the need to implement ATFM in the medium term. There were plans to identify the minimum requirements for ATFM implementation, and to define the principles on which said service would be based in both Regions, thus enabling the development of Guidelines for the implementation of ATFM in the CAR/SAM Regions. It is expected that, through the implementation of traffic flow management units (F MU) and a centralised ATFM, foreseen for 2008 and 2010, respectively, this programme will ensure an optimum air traffic flow in areas or airspaces during periods in which the demand might exceed the available capacity of the ATC system, thus reducing delays, both in-flight and on the ground, and avoiding a system overload. This implementation would ensure a more effective use of the available airspace and airport capacity, without the need to apply unnecessary restrictions to air operations.

3.9 Considering that integrated and interoperable ATM automated systems would be required for a harmonious ATFM implementation, the systems available or planned in the Region would be assessed in order to establish criteria for the development of the regional strategy for the integration of ATM automated systems.

Implementation of ATS safety and quality management programmes

3.10 Safety is considered to be the main activity of global aviation reflected in the ICAO goals and objectives. The meeting recalled that ICAO Annex 11 – *Air Traffic Services*, states that safety is the primary objective of air traffic services (ATS). These provisions, as well as those of PANS-ATM Doc. 4444 – *Air Traffic Management*, require that States establish systematic and suitable safety management programmes with the levels and objectives that will ensure an appropriate level of safety in ATS.

3.11 The meeting took note of the various safety-related activities carried out by ICAO and at regional level. The meeting recognized that several activities had been carried out in the SAM Region to assist and orient States/Territories/International organisations in the implementation of ATS safety management programmes. Furthermore, the meeting recognised that ATS quality assurance programmes had proven to be an effective tool to foster the implementation of various supplementary programmes and enable the continuous improvement of air traffic services.

3.12 The meeting considered that Regional Project RLA/98/003 – “Transition to the CNS/ATM systems in the CAR/SAM Regions” had proven to be a useful and successful tool to support the execution of regional plans and programmes for the implementation of the ICAO Regular Programme, and to assist States in the timely implementation of the ATM and CNS supporting elements foreseen in the Air Navigation Plan – ANP (Doc. 8733).

3.13 The meeting also considered that the project has contributed to the timely and successful achievement of the objectives foreseen by GREPECAS, which was permitting an increase in airspace capacity and efficiency in the region, with a view to achieving a safe, integrated, interoperable and cost-efficient ATM regional system. The meeting deemed it advisable for civil aviation administrations of the SAM Region continue providing all their support to these regional initiatives in order to facilitate the harmonious transition to CNS/ATM systems within a global framework of safety and interfunctionality, while meeting the needs of international civil aviation.

South American digital network (REDDIG)

3.14 The meeting was aware that REDDIG operations had been successful, resulting in an increased availability of aeronautical fixed communications and other services. It also noted that centralised management of the REDDIG had led to a substantial improvement of network maintenance times and the implementation of new circuits to meet the requirements of current and future air navigation services. Consequently, the meeting discussed the importance of continued support to the activities foreseen in the REDDIG project.

AMHS system

3.15 The meeting noted that the gradual implementation of AMHS systems to replace AFTN systems in the region was a necessary step to ensure the capacity, precision, integrity, and speed in the new service requirements of the various aeronautical units (ATS, MET, AIS, etc.).

Preparation of, and support to, the ICAO position at the WRC-07

3.16 The meeting felt that aeronautical administrations of the Region should assign priority to the task of protecting the frequency spectrum for civil aviation use, since the operation of current and future CNS systems depended on it.

3.17 For this reason, the meeting considered the need for the States/International organisations of the Region to support the position of ICAO at the ITU WRC-07, taking into account the regional activities specified in GREPECAS Conclusion 12/33 - *CAR/SAM regional activities for preparation of, and support to, the position of ICAO at the WRC –07.*

Radar data sharing

3.18 The meeting recalled that the CAR/SAM/3 RAN meeting (Buenos Aires, 1999) recognised the economical and operational benefits that could be obtained from radar data sharing. It also recognised that it would be desirable to have a common radar format and a common communication protocol for the exchange of radar data in the CAR/SAM Regions. Accordingly, two recommendations were approved, Recommendation 11/4 - *Further studies on the sharing of radar information in the CAR/SAM Region*, and Recommendation 11/5 - *Sharing of radar data*. The meeting was informed that, based on the aforementioned recommendations, the GREPECAS mechanism developed general criteria for the implementation of SSR data exchange (Conclusion 12/49), and recommended (Conclusion 11/47) the ASTERIX protocol for the establishment of radar data exchange in the CAR/SAM Region. Regarding the ASTERIX, the meeting was made aware of the existence of different versions, and that it would be advisable for the GREPECAS mechanism to define more precisely the ASTERIX version to be used, thus facilitating implementation and avoiding additional expenses to the States.

3.19 The Argentine Aeronautical Administration informed the meeting that the exchange of radar data with Uruguay was in operation through the REDDIG, between the Montevideo and Ezeiza ACCs, and that excellent operational results had been obtained, since they provided the controllers with the necessary information for a more effective air traffic planning and surveillance. It also noted that there were plans to expand radar data exchange with the northwest section of the Montevideo FIR and the northeast of Argentina, using the radar data from Durazno (Uruguay) and Paraná (Argentina).

3.20 Bearing in mind the positive experience with Uruguay and the mountainous region shared by Argentina and Chile, the meeting recognised that it would be convenient for the area control centres of that region to have this radar information available. Accordingly, the meeting reviewed the information presented by Chile and Argentina on this matter.

3.21 The Argentine delegation also informed about the development of the conceptual model and the feasibility study for the construction of a monopulse secondary radar to be used by air traffic services. In this respect, the Argentine delegation mentioned that it was at the disposal of the States involved for any consultation, exchange of information and coordination of possible visits to the Radar Sensor Division.

3.22 The civil aviation administration of Colombia informed the meeting about the availability of a modern radar surveillance and control infrastructure, which had been under development for the last 10 years, and about its aeronautical investment plans. The meeting welcomed the proposal of Colombia to share radar data with adjacent States within the framework of mutual agreements, and urged those States which might benefit from radar sharing to enter into bilateral agreements with Colombia.

3.23 In order to assist in the planning of radar data exchange in the SAM Region, it was agreed that the States providing SSR coverage (FL 250) along their boundaries should inform the ICAO Regional Office, which, based on the information received, and taking into account the technical capabilities of radar systems, would formulate recommendations so that States could initiate bilateral arrangements for the implementation of SSR data exchange.

3.24 In view of the above, the meeting approved the following conclusions:

CONCLUSION 9/5 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.

CONCLUSION 9/6 DIAGRAMME OF SSR COVERAGE AT FL250

That all SAM States that had a secondary surveillance radar system installed along their geographic boundaries, send to the SAM ICAO Office the SSR coverage diagramme obtained from flight testing operations or calculated at 25,000 feet (FL 250), and complete the information in the table shown in **Appendix A** before **30 June 2005**.

Integration of surveillance data

3.25 The meeting considered that the sharing of radar data at the regional level would provide the Region with the necessary experience in data exchange, and would become an important element for the automation of ATC services, as discussed at the Seminar on Automation of Air Navigation Services held in Lima, Peru, in September 2004.

3.26 The meeting also noted that a centralised implementation of surveillance data integration systems in the Region could provide in the future a common seamless surveillance image that would be available to any ACCs of the Region, significantly furthering the automation of air navigation services.

3.27 The meeting acknowledged the information provided by Chile and Colombia on the implementation of the Enhanced Air Traffic Management System - ETMS developed by the United States FAA as a tool for air traffic management, and on the use of the Internet private virtual networks for safe and low-cost communications. These networks are currently used for radar data exchange.

3.28 The meeting took note of the information provided by Colombia on its automated systems, its plans for the implementation of ATFM, and its willingness to automatically integrate its control centres with those of adjacent FIRs, in order to optimise the use of information automation capabilities within the region, within the framework of bilateral cooperation agreements.

3.29 In view of the above, and in order to obtain timely results from ATM automation activities in the Region, and the interconnection of automated ATC units, the States agreed to provide all the necessary support to the activities leading to the implementation of SSR data exchange among ATC automated systems, and formulated the following conclusion:

CONCLUSION 9/7**SUPPORT TO THE ACTIVITIES FOR THE AUTOMATION OF THE AIR NAVIGATION SYSTEM**

That SAM States give all the necessary support to ICAO activities related to the automation of the air navigation systems, so as to encourage SSR data sharing among automated ATC systems, in order to improve the efficiency of operations and obtain the necessary experience for the implementation of a future regional surveillance data integration system.

Technical cooperation in the coming years

3.30 The meeting recalled that the Tenth Air Navigation Conference formulated Recommendation 8/5 requesting ICAO to consider the provision of assistance to expedite the implementation of CNS/ATM systems, particularly in developing States.

3.31 In view of the above, the Fifth Meeting of Civil Aviation Authorities of the South American Region (RAAC/5) held in Cuzco, Peru, in 1996, deemed it advisable to establish a technical cooperation framework to assist States in the identification and resolution of problems related to the drafting of their national CNS/ATM plans, and the development of guides for the implementation of such plans, in harmony with the regional CNS/ATM transition plans and according to the methodology approved by GREPECAS.

3.32 In compliance with the request of the RAAC/5 meeting, ICAO submitted to the consideration of the administrations of the Region the document of the regional technical cooperation project RLA/98/003 on the transition to the CNS/ATM systems in the SAM Region. Subsequently, and following a GREPECAS initiative, the project was extended to the CAR Region.

3.33 The meeting took note of the results obtained by the Project in the compliance of its three immediate objectives: to advise States on the planning and implementation of the transition to CNS/ATM systems (*Immediate objective # 1 of project RLA/98/003*); to advise States on institutional schemes for the establishment of national/regional CNS/ATM plans and their implementation (*Immediate objective #2 of project RLA/98/003*); and to assist States in the implementation of the world geodetic system (WGS-84) and improvement of their aeronautical information services (*Immediate objective # 3 of project RLA/98/003*).

3.34 In many fora, the States have recognised project RLA/98/003 as an important tool for implementation and for the conduction of training courses on critical aspects of CNS/ATM systems, and that it has played a leading role in the CNS/ATM coordination, planning and implementation process. The project has also permitted the active and timely participation of experts in different areas from the CAR/SAM States/International organisations, even from those not participating in the project, aimed at the successful implementation of the various ATM functions.

3.35 The meeting recalled that project RLA/98/003 started operations in 1998, being initially scheduled to complete its activities in 2002. However, through the efficient and careful use of available resources, the assistance to the States had been extended until mid 2006.

3.36 On the other hand, the meeting noted that the ICAO Air Navigation Commission had established the air traffic management operational concept panel (ATMCP) to develop and describe, with sufficient clarity and detail, a gate-to-gate air traffic management (ATM) operational concept to facilitate the gradual implementation of an integrated ATM system. This concept had been submitted to, and finally endorsed by, the Eleventh Air Navigation Conference (AN11), held in Montreal on 22 September to 3 October 2004.

3.37 The global air traffic management (ATM) operational concept was the ICAO vision for achieving a global inter-functional air traffic management system for all users during all flight phases, which meets the agreed-upon safety levels, provides optimal cost-efficient operations, is environmentally sustainable, and complies with national aviation safety standards.

3.38 Consequently, the meeting recognised that the main step towards the implementation of the CNS/ATM systems within the framework of the ATM operational concept will be the establishment of appropriate institutional agreements between the States of the Region for the development of plans for the implementation of multinational systems.

3.39 It was also recognised that the institutional aspects of CNS/ATM systems constitute an issue which, due to its complexity, requires further study and analysis by the Region in order to identify the best possible solution. In this sense, the meeting felt it appropriate to have a support tool, similar to project RLA/98/003, to continue with the activities already started and to conduct seminars/workshops, cost-benefit studies, etc., in order to generate the necessary material so that the Region can make the proper decisions regarding institutional aspects.

3.40 On the other hand, the Region should begin developing generic interface control documents (ICD) and short- and medium-term action plans to start the interconnection of automated systems, using the existing applications of current automated ATM systems, and making room for future applications. In this respect, the technical performance and compatibility of applications to be interconnected will be gradually confirmed and validated. This task is expected to generate material, like the ATM system automation requirements, for inclusion in the CAR/SAM FASID. In order to complete all these activities in a satisfactory way, it will be necessary to have a tool similar to project RLA/98/003.

3.41 The global air traffic management (ATM) operational concept represents the ICAO vision of a global, integrated, harmonised and inter-functional ATM system. The planning horizon extends to 2025 and beyond. This vision raises new challenges for the SAM and the other ICAO Regions. In view of the results obtained to date, this new challenge could be faced in a more concrete and effective way using a tool to assist States in the form of a regional technical cooperation project that will permit the conduction of training courses, studies, meetings and implementation workshops in support of the evolution to a harmonised, integrated and inter-functional regional, and, subsequently, global, ATM system, and the implementation of the elements of this vision, such as the ATFM, RNP, the automation of AIS and MET services, etc.

3.42 In view of the above, and in order to establish a new regional project to continue giving support in the new challenges involved in the transition to the CNS/ATM systems and the evolution towards a global ATM, the meeting adopted the following conclusion:

CONCLUSION 9/8 REGIONAL TECHNICAL COOPERATION PROJECT TO SERVE AS A GUIDE IN THE IMPLEMENTATION OF A REGIONAL ATM SYSTEM, TAKING INTO ACCOUNT THE ATM OPERATIONAL CONCEPT AND THE CORRESPONDING CNS SUPPORT

That ICAO prepare and submit to the consideration of the civil aviation administrations of the Region a technical cooperation project document to serve as a guide for SAM States in the implementation of a regional ATM system, taking into account the global ATM operational concept and the corresponding CNS support.

Quality assurance

3.43 The meeting was informed that Colombia, pursuant to Recommendation 5/38 of the CAR/SAM RAN/3 meeting (Buenos Aires, October 1999), had established an ATS Quality Assurance Programme, aimed mainly at fulfilling tasks in the areas of individual and ATS unit auditing, as well as in the investigation of incidents in which it was believed that the ATS factor had contributed to their occurrence. When the investigation of an ATS incident reveals that the pilot performed an operational diversion, it is very difficult to take relevant action if the pilot belongs to a foreign crew. For this reason, the meeting deemed it advisable to formulate the following conclusion:

CONCLUSION 9/9 EXCHANGE OF INFORMATION ON OPERATIONAL DIVERSIONS AMONG SAM STATES

That, in order to reduce risk factors in the Region, the SAM States exchange all information related to operational diversions by foreign crews and the recommendations formulated during the process of investigation of the event with the State of Registry of the aircraft involved.

Search and rescue

3.44 The meeting took note of the activities carried out in the SAM Region and those carried out jointly with the CAR Region concerning aeronautical search and rescue services in member States, as well as the joint plans that existed in the Region for the adoption of measures for regional coordination and improvement of national aeronautical SAR services, through the implementation of quality assurance programmes.

3.45 The aeronautical authority is key to the setting up of good SAR services, and one of its tasks is to first identify the resources it has available, be it directly or through cooperation agreements, trying to maximise their use to support or conduct search and rescue operations, with the least possible cost for the SAR body. All civil aviation authorities were invited to continue taking steps to ensure an active participation in regional activities aimed at improving SAR services.

Updated PANS-OPS material

3.46 The meeting took note of the progress made in the development of updated PANS-OPS material, future amendments, and the new edition of Doc. 8168, as well as the regional activities recently carried out on this matter.

Parallel RNP 10 routes between Santiago and Lima

3.47 The meeting received information on the status of pre-operational implementation of RNP10 on RNAV routes UL780 and UL302 between Santiago and Lima, following the implementation by Chile and Peru of an action plan which included a safety assessment prior to RNP implementation. This implementation has enabled the Santiago and Lima ACCs to use both routes independently, since there was a lateral separation of 50 NM between them. Immediate benefits had been obtained in terms of use of optimum flight levels by aircraft and reduction of aircraft delays by using the same flight level. Final implementation of RNP10 was expected once the results of the safety assessment of recently collected data, made by CARSAMMA, had been obtained.

Road map

3.48 The meeting took note of the work carried out by representatives from Boeing, Airbus, FAA, Eurocontrol, Thales, the Air Traffic Alliance and IATA, supported by SITA, ARINC, Inmarsat, Honeywell and Rockwell Collins, between 19 May and 15 October 2004, to develop the so-called short- and medium-term ATM Transition Roadmap aimed at obtaining the benefits of the CNS/ATM systems, as soon as possible, in keeping with the ICAO Operational Concept Document [OCD].

b) **Deficiencies reduction or elimination, identified on air navigation services provision**

Action plans for the resolution of air navigation deficiencies

3.49 The meeting was informed that the ICAO Council assigned high priority to the resolution of air navigation deficiencies. In this regard, it was noted that, on several occasions, the Council, through State letters circulated by the Secretary General, had expressed its concern about the many deficiencies that had persisted for several years, becoming a potential threat to safety, and had requested the development of action plans for their resolution, and the delivery of the corresponding information to both the Secretary General and the Regional Offices.

3.50 The meeting was presented with information on the work carried out by the Regional Office and the States concerning the application of the regional strategy for the resolution of deficiencies, as recommended by the RAAC/8 meeting (Conclusion 8/10), the purpose of which was to achieve the formulation, by the States, of the Coordinated Action Plan for the resolution of the deficiencies identified and registered in the database of the Regional Office and the GREPECAS mechanism. Information was also provided on the results obtained by the special implementation project (SIP), announced at the GREPECAS/12 meeting, to improve the database on deficiencies, and which would allow the States and International Organisations to have a quick display of deficiencies and make quick changes to them. It was noted that the procedures, with the respective user names and passwords, had already been circulated to the States and International Organisations to allow their access to the database via the public internet, through the web page of the Mexico Regional Office (www.icao.int/nacc). It was recognised that this solved the eternal problem of not having an effective and efficient procedure for the State/ICAO/Regional groups to update deficiencies. However, it was noted that, despite the advantages it offered, the States were not using this facility. In this respect, information was presented to the meeting on the procedure for accessing the aforementioned web page, in order to display and update the list of deficiencies.

3.51 Information was also provided on the status of the deficiencies contained in the database since January 2004 and the deficiencies already resolved. There were 765 deficiencies registered, 199 of which were U, 287 were A, and 279 were B. Two hundred deficiencies had been resolved to date (77 U deficiencies and 123 between A and B), totalling 565 unresolved deficiencies. This meant that the States had resolved 27% of the deficiencies registered. It was recognised that this was not the optimum percentage, but it was an improvement in the resolution of deficiencies by the States.

3.52 As a result of the discussions on this matter, the meeting recognised the importance of resolving urgent deficiencies. To that end, the States should establish action plans as soon as possible in order to commit themselves to their resolution within two years. In this sense, it was agreed that, no later than 20 July, the States should send to the Regional Offices the action plans for U deficiencies contained in the GREPECAS regional GANDD database, which could be accessed via the web page www.icao.int/nacc.

3.53 In view of the above, the meeting formulated the following conclusions:

CONCLUSION 9/10 RESOLUTION OF URGENT DEFICIENCIES

That SAM States:

- a) Send to the ICAO SAM Regional Office, no later than 20 July 2005, the corresponding action plans to resolve the U deficiencies registered in the GREPECAS database;
- b) Consider two years as the deadline for resolving the deficiencies mentioned in the previous paragraph; and
- c) Review the compliance of this conclusion at the next RAAC meeting.

CONCLUSION 9/11 UPDATING OF DEFICIENCIES VIA THE INTERNET

That the States make regular use of the procedure circulated by the ICAO SAM Regional Office in letters LT 1/19 SA1061 and LT 1/19 SA118 of 28 October and 13 December 2004, respectively, for the display and update of the deficiencies contained in the regional database.

Improved regional cooperation for the provision of aeronautical meteorological services to international air navigation

3.54 The meeting noted that, on 8 September 2000, the ICAO Secretary General and the Secretary General of the World Meteorological Organization (WMO) had issued a joint letter inviting ICAO contracting States, WMO member States and the entities designated as State meteorological (MET) authorities “to improve their cooperation at the national level in order to ensure the continued provision of aeronautical meteorological services, so as to contribute effectively to the safety, regularity and efficiency of international air navigation”. Cooperation and mutual understanding among the aeronautical meteorological service authority/provider and other aviation authorities/organizations (CAA, ATS authority/provider, airport authorities) is crucial for the effective and efficient implementation by the States of the ICAO provisions related to aeronautical meteorology.

3.55 In this respect, it was recognised that increased cooperation among MET authorities/providers and civil aviation administrations was considered extremely important in the efforts for improving the level of implementation of the required MET facilities and services, and hence in resolving the existing safety-related MET deficiencies. In this regard, the following areas were considered of special importance for cooperation and collaboration:

- a) Full implementation of the World Area Forecast System (WAFS);
- b) Elimination of safety-related MET deficiencies, particularly those related to SIGMET information (especially SIGMETs for volcanic ash clouds and tropical cyclones);

- c) Development, at national level, of adequate cost-recovery mechanisms for MET services.

Cost recovery of MET services

3.56 Upon discussing the appropriate cost-recovery mechanisms, the meeting urged civil aviation administrations and meteorological authorities of the SAM States, taking into account the guidance material contained in Doc. 9161, *Manual on Air Navigation Services Economics*, and in Doc. 9562, *Manual on airport economics*, to cooperate closely in establishing national practices for the recovery of fair, equitable and agreed costs for the provision of the meteorological services and facilities required for international air navigation. This process should include full consultation with the operators.

CONCLUSION 9/12

RECOVERY OF THE COST OF MET SERVICES

That the States, in coordination with the meteorological authorities, and taking into account the guidance material contained in ICAO Docs. 9161 and 9562:

- a) Establish a national method for the recovery of the cost of aeronautical meteorological services provided in their territory, through charges for air navigation services; and
- b) Include the costs associated with the reception and provision of WAFS products, especially the charges for the replacement or improvement of the WAFS workstations and software required for the transition to WAFS products with GRIB and BUFR codes, and the improvement and maintenance of the VSAT/ISCS1 workstation.

CAR/SAM Regional Bird/Wild Life Hazard Prevention Committee

3.57 The meeting was presented with information about the web page of the Regional Bird Strike Hazard Committee, developed by Colombia. The meeting, upon acknowledging Colombia for this work, agreed that the bird strike hazard was a deficiency that affected all the States in the Region, and that its solution largely depended on the effective work of said committee, which, in turn, depended on the support to be provided by the administrations to their officials in the committee. In this sense, it was agreed that, if an administration could not provide effective support to their officials due to force majeure, it should inform the Regional Office so as to enable another administration to provide the corresponding support to the committee.

**TABLE A – INFORMATION REQUIRED ON SECONDARY SURVEILLANCE RADAR (SSR)
FOR RADAR DATA SHARING**

**RADAR FACILITY
EXPLANATION OF THE TABLE**

Column:

- 1 The name of the State from which the radar service is provided.
- 2 The name of the radar facility from which the radar service is provided.
- 3 Identification of the radar facility from which the radar service is provided.
- 4 WGS-84 Coordinates - latitude (degrees/minutes/seconds).
Note: If the WGS-84 coordinates are not available, please provide the geographical coordinates.
- 5 WGS-84 Coordinates - longitude (degrees/minutes/seconds).
Note: If the WGS-84 coordinates are not available, please provide the geographical coordinates.
- 6 Elevation of the terrain in meters.
- 7 Focal height of radar antenna in meters.
- 8 SSR equipment manufacturer.
- 9 SSR equipment model.
- 10 Mechanical tilt of SSR antenna (elevation degrees).
- 11 Electrical tilt of SSR antenna (elevation degrees).
- 12 Certified SSR coverage in Nautical Miles (NM).
- 13 SSR coverage outside FIR area
- 14 SSR coverage (column 13) certified
- 15 SSR data protocol and categories
- 16 SSR data time stamping
- 17 SSR modes used.
Example: A and C (A/C).
- 18 Type of antenna (standard – monopulse)
- 19 Type of SSR service or functions (en-route/terminal) as listed below:
ACC-SR-I Area radar control service up to FL250.
ACC-SR-U Area radar control service up to FL450.
APP-SR-I Surveillance radar approach control service up to FL250.
APP-SR-L Surveillance radar approach control service up to FL120.
APP-SR-U Surveillance radar approach control service up to FL450.
- 20 Last update of SSR equipment.
- 21 Remarks (includes notes on. availability of graphic SSR coverage information and any other information).

Agenda Item 4: Institutional Aspects for the management and control of multinational facilities and systems

4.1 Upon discussing this agenda item, the meeting took note of the endorsement given to the ATM operational concept and the need to harmonise air navigation systems at the international level, pursuant to the recommendations of the AN-Conf/11 (Recommendations 1/1 and 1/13), and the subsequent endorsement by the ICAO 35th Assembly (Resolution A35-15) to these matters. In this respect, the meeting agreed that these matters required the commitment of the ATM community in an unprecedented manner for the implementation of CNS/ATM technologies, and that the legal and institutional aspects should be developed in such a way as to facilitate the implementation of the regional CNS/ATM systems in compliance with the Chicago Convention.

4.2 The meeting was informed about the important achievements of regional technical cooperation project RLA/98/003 in relation to the institutional aspects, *e.g.*, the development of guidance material for dealing with institutional aspects, material for the planning and assessment of scenarios, and the organisation of seminars in support of the GREPECAS Institutional Aspects Task Force.

4.3 The meeting also learned that GREPECAS/12 had reviewed the work carried out by the aforementioned Task Force, and had formulated Conclusion 12/4 requiring the consolidation of isolated developments of multinational facilities/services into more general multinational systems for the provision of air navigation services. Likewise, GREPECAS/12 formulated Decision 12/5 to organise the work of the Institutional Aspects Task Force, which also permitted the adjustment of the scope of Project RLA/98/003 during 2005. It was also noted that GREPECAS/12 had defined the facilities/services that could be considered as multinational systems. In this regard, the Task Force and Project RLA/98/003 were working in the preparation of the respective projects to be submitted to GREPECAS. Once these projects are considered by GREPECAS to be convenient and of interest for the CAR/SAM Regions, the High-Level Committee, created through Conclusion 7/5 by the RAAC/7 meeting, would consider the necessary legal aspects for its implementation in the SAM Region.

4.4 The meeting recognised the importance of studying the legal and institutional aspects and that the States have already made arrangements for the implementation of multinational facilities/services, such as the REDDIG, which had been considered as a success from the technical/operational and cost-efficient points of view. It was agreed that the implementation of the CNS/ATM systems should be carried out within the framework of the ATM operational concept, and that Appendix B to Resolution A35-15 of the ICAO 35th Assembly offered guidelines for the harmonised implementation of ATM systems at the regional/global levels.

- a) Subregion integrated by Canada, Mexico and United States of America;
- b) Central America with COCESNA, its regional mechanism;
- c) The Caribbean; and
- d) South America

4.9 Colombia presented a working paper on considerations related to an initiative that Ecuador had presented to the Andean Community of Nations (CAN) regarding the establishment of an Andean Control Centre, and to a proposal presented by Colombia at that same forum on the establishment of a safety oversight system for said Community.

4.10 The meeting felt that all matters related to this type of initiatives and that required addressing institutional aspects for the establishment of multinational facilities/services should be submitted to, and addressed by, GREPECAS, in keeping with the regional guidelines on this matter, included in the CAR/SAM Air Navigation Plan, Volume II - FASID. Likewise, Ecuador suggested the holding of a seminar on this important matter in Quito. In this respect, the meeting formulated the following conclusion:

CONCLUSION 9/14 INITIATIVES OF THE ANDEAN COMMUNITY OF NATIONS

The meeting acknowledges the initiative presented by Colombia and urges all Andean Community of Nations Forum member States to:

- a) In coordination with the ICAO South American Regional Office organize a seminar on the proposal to establish the Andean FIR; and
- b) Once finalized the required feasibility studies, channel the one corresponding to the Andean FIR through the GREPECAS and the one corresponding to Safety Oversight through the Latin American Commission of Civil Aviation (LACAC).

Agenda Item 5: Review of the ICAO Regional Programme

5.1 The meeting was informed that the Regional Office had reduced its professional staff from 15 positions in the 1999-2001 period--one of which had been frozen--to 9 positions in this three-year period. The General Services staff faced a similar situation, where two positions had been eliminated. Likewise, the operational budget had suffered a nominal reduction of approximately 30% with respect to the previous period. The situation in the Safety area was emphasised, pointing out that this post would be frozen starting next July, thus creating a critical situation for SRVSOP activities, since the official assigned to that area also acted as Coordinator of its technical committee.

5.2 Despite the above, the meeting took note that the Regional Office had accepted the challenge of improving work efficiency and effectiveness, as fostered by the ICAO Council. Thus, several measures had been adopted to this end, such as the incorporation of information technology to all those activities where savings in the cost of human and financial resources were feasible. The electronic distribution, through the Regional Office web page, of all the documentation for meetings, seminars and workshops, as well as the electronic delivery of all correspondence to the States and international organisations had substantially reduced the use of printing and facsimile services as well as regular mail expenses.

5.3 The meeting was also informed that the intensive use of project management tools was permitting a comprehensive control of the programmes and tasks of the Office, and that this tool was also being used to monitor the implementation of the GREPECAS work programme.

5.4 The meeting agreed that the aforementioned measures would somehow alleviate the impact of the reduction of professional personnel would have on the implementation of the work programme. It also agreed that the broad cooperation of the experts to be assigned by the States would be required, and that such cooperation could take the form of effective contributions within the programme of activities in support of each task. It was also important for the States to continue willing to contribute with the regional technical cooperation projects, which have proven to be an excellent tool for the implementation and improvement of air navigation services in the Region.

5.5 The authorities attending the meeting agreed on the validity of Conclusion 6/16 adopted by the RAAC/6 meeting, in which the States of the Region were encouraged to participate in the programme as associated experts, assigning national staff for a limited period of time, under an agreement with ICAO, in those areas in which the Regional Office lacks the corresponding expertise.

Agenda Item 6: Regional security

6.1 In discussing this agenda item, the aeronautical authorities reviewed the AVSEC activities being carried out within the regional environment. They were also informed about the latest measures adopted to counteract acts of unlawful interference. Argentina presented the status of implementation of the “Quadrapolar magnetic resonance explosive detector” project.

6.2 When analyzing the information presented by the Secretariat, the meeting reviewed the background information, especially the conclusions of the previous meeting of Directors of the SAM Region (RAAC/8) on this matter. In the light of the above, the meeting learned of the activities carried out by both the GREPECAS AVSEC Committee (AVSEC/COMM) and the LACAC AVSEC Group (GRUAVSEC/LACAC).

6.3 The meeting was pleased to learn of these activities, which were aimed at improving security and ratifying international conventions on AVSEC matters by the States. Special attention was given to regional training requirements, the problems faced by the States in the areas of the implementation of their national security programmes, quality control, and the application of measures related to cargo, mail and messaging services.

6.4 In this regard, the meeting was informed of the availability of AVSEC auditors in the region in the short term, as well as of the work being carried out by LACAC regarding the development of a “Regional AVSEC Oversight System”. It also took note of the implementation of mechanisms for cooperation and exchange of human, material and economic resources.

6.5 Special attention was given to the emphasis being placed on industrial and technological cooperation, and, within this framework, to the development of the quadrapolar magnetic resonance equipment and the drafting of harmonised regional procedures for the certification of AVSEC equipment. The work of the GREPECAS AVSEC/COMM regarding the analysis of deficiencies in the compliance of ICAO standards and recommended practices was also highlighted.

6.6 In turn, the Argentine delegation informed the meeting about the quadrapolar explosive detection equipment, describing the background and the equipment effectiveness trials and tests.

6.7 As a result of its deliberations, the meeting formulated the following conclusion:

CONCLUSION 9/15 REGIONAL SECURITY

That the SAM States continue supporting the work being carried out by the GREPECAS AVSEC Committee and the LACAC AVSEC Group, urging them to assist in the activities of said groups.

6.8 The representative from the United States provided interesting information about the TSA, as well as on amendment 11 to Annex 17, and the threats to civil aviation at a worldwide level. The meeting decided to reflect the information provided in an information paper, for its inclusion in the documentation of the meeting.

Agenda Item 7: Follow-up of the Conclusions adopted by previous RAAC Meetings

7.1 On this matter, the meeting reviewed and updated the status of implementation of each of the conclusions adopted by the previous meetings of civil aviation authorities of the Region.

7.2 The meeting agreed on the need for each State to review the list of the outstanding conclusions contained in the Appendix to this part of the report, and, if appropriate, to adopt the necessary action for their implementation. In this regard, the meeting was informed of the actions adopted by some States, and was pleased to see that some conclusions had already been implemented

IMPLEMENTATION STATUS OF CONCLUSIONS ISSUED BY MEETINGS OF CIVIL AVIATION AUTHORITIES OF THE SAM REGION (RAACs)

Conclusions	Action taken
5/4 COORDINATION BETWEEN CIVIL AVIATION AUTHORITIES AND GEOGRAPHIC INSTITUTE AUTHORITIES	The States have carried out these co-ordinations and many of them have already published WGS-84 coordinates. EFFECTIVE
5/5 HARMFUL PROLIFERATION OF GESs	FINALIZED
6/5 ACCESSION TO THE REGIONAL SAFETY OVERSIGHT SYSTEM	FINALIZED
6/8 DEVELOPMENT OF SCENARIOS FOR THE PROVISION OF FACILITIES AND SERVICES	The evaluation is being performed EFFECTIVE
6/15 SUPPORT TO THE PAN-AMERICAN CIVIL AVIATION INSTITUTE	IPAC is in a frozen position due to lack of funds. EFFECTIVE
6/16 PERSONNEL AND FINANCIAL LIMITATIONS	EFFECTIVE
6/19 IMPLEMENTATION OF ATS INCIDENT INVESTIGATION PROGRAMMES IN THE SAM REGION	FINALIZED
7/2 AVIATION SECURITY (AVSEC) COORDINATION	FINALIZED
7/3 MEASURES TO IMPROVE AVIATION SECURITY (AVSEC)	EFFECTIVE
7/4 SUPPORT FOR THE IMPLEMENTATION OF RNAV ROUTES	FINALIZED
7/5 HIGH LEVEL REGIONAL GROUP OF EXPERTS.	The Group will meet in the future, once GREPECAS delivers its first works on institutional aspects. EFFECTIVE
7/7 AGREEMENT FOR THE TECHNICAL AND ADMINISTRATIVE MANAGEMENT OF THE REDDIG	Under implementation. ICAO is carrying out a new Technical Cooperation Regional Project on this matter. EFFECTIVE
7/8 DEVELOPMENT OF A RVSM IMPLEMENTATION PLAN IN THE STATES OF THE SAM REGION	FINALIZED
7/9 REFORMULATION OF THE RLA/00/009 REGIONAL TECHNICAL COOPERATION PROJECT OBJECTIVES	FINALIZED
7/10 GREATER SUPPORT BY THE STATES FOR THE TASKS TO BE DEVELOPED BY GREPECAS.	SUPERSEDED
7/11 COORDINATION FOR THE SUPPORT OF ICAO'S POSITION IN THE ITU CRM-2003	FINALIZED
7/13 DEFICIENCIES IN THE VARIOUS FIELDS OF AIR NAVIGATION IN THE SAM REGION	SUPERSEDED

Conclusions	Action taken
7/14 AERODROME CERTIFICATION	EFFECTIVE
7/15 ATS QUALITY ASSURANCE PROGRAMMES	Under implementation. ICAO has agreed to activate a Special Execution Project, to align the material prepared by GREPECAS under ISO 9000 standard. EFFECTIVE
7/17 COORDINATION AMONG THE REPRESENTATIVES OF THE SAM STATES BEFORE THE ICAO COUNCIL	FINALIZED
8/1 NEW AIR TRANSPORT SCENARIO	FINALIZED
8/2 MEASURES TO IMPROVE SECURITY IN THE REGION	EFFECTIVE
8/3 AVSEC CLAUSE ON AIR TRANSPORT BILATERAL AGREEMENTS	EFFECTIVE
8/4 BLOCK OF THE COCKPIT DOOR ACCESS	FINALIZED
8/5 REGIONAL STRATEGY IN PREPARATION FOR THE AUDITS	FINALIZED
8/6 LICENSING OF PILOTS OVER 60 YEARS OF AGE	SUPERSEDED
8/7 IMPLEMENTATION OF THE REDDIG	FINALIZED
8/8 CO-OPERATION BETWEEN PROJECTS RLA/00/009 AND RLA/03/902 ON GNSS AUGMENTATION	FINALIZED
8/9 SUPPORT OF THE STATES TO THE DEVELOPMENT OF A COMMON CO-ORDINATED POSITION FOR THE AN-CONF/11	FINALIZED
8/10 REGIONAL STRATEGY FOR THE RESOLUTION OF DEFICIENCIES	SUPERSEDED
8/11 SUPPORT TO THE RLA/98/003 REGIONAL TECHNICAL CO-OPERATION PROJECT ON INSTITUTIONAL ASPECTS FOR THE IMPLEMENTATION OF CNS/ATM SYSTEMS	SUPERSEDED
8/12 SUPPORT TO THE WORK TO BE CARRIED OUT BY THE INSTITUTIONAL ASPECTS TASK FORCE	EFFECTIVE

Agenda Item 8: Other matters

8.1 Under this agenda item, the meeting discussed the following:

- a) Efficient use of fuel
- b) More flexibility in the pilot age limit
- c) Apportioning of the costs of regional technical cooperation projects
- d) Invitation to the Second Forum on Safety and the Seminar on Financial Institutions Funds
- e) ATC aerodrome and radar simulator in Colombia
- f) Date and venue for holding the Tenth Meeting of Civil Aviation Authorities of the SAM Region

Efficient use of fuel

8.2 The meeting took note of the concern of the operators and of the current situation facing the industry as a result of increased fuel prices. High prices are seriously affecting airline finances. In an industry that typically takes 15 to 20 years to convert new technologies into system-wide efficiency gains, it is unlikely that switching to an alternate form of energy will be an option in the foreseeable future. Coupled with the lack of control over prices, this means that the only hope of winning the battle to reduce energy costs is to further improve operational efficiency.

8.3 It was recognised that efficiency in fuel consumption was a pervasive concept that touched almost every aspect of the industry from aircraft design and construction through aviation regulatory requirements to airline operation and the provision of air navigation services. The meeting also noted that IATA had initiated a Fuel Saving Campaign, requesting service providers to save just one minute, through a better design and/or management of their airspace. This single action would save airspace users US\$1 billion dollars per year in total operating costs.

8.4 The meeting agreed that high oil and oil by-product prices were likely to persist. There were indications that several industries that depended on fossil energy were adjusting to the new price levels. Against this backdrop, the pressure for greater fuel efficiency would persist, if not increase, as airlines tried to live through this situation.

8.5 IATA and AITAL highlighted the effort being made by SAM States on this matter, and requested that they continue giving their support. They also made an appeal to the States of the Region to implement working groups to formally bring together the aeronautical authorities, the operators, and the relevant international organisations, with the purpose of analysing cost systems and other aspects that would improve the efficiency of air operations, as was already being done in some SAM States.

8.6 When discussing this issue, the meeting agreed that all stakeholders and the aeronautical community, in general, like airports and air navigation service providers, should reach a compromise in those areas in which the efficient use of fuel could be further optimised. In view of the foregoing, the meeting formulated the following conclusions:

CONCLUSION 9/16 EFFICIENT USE OF FUEL

That SAM States do their utmost to support the campaign initiated by IATA to optimise the efficient use of fuel.

**CONCLUSION 9/17 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.

More flexibility in the pilot age limit

8.7 The meeting took note of the principles applied by the Chilean aeronautical authority to give more flexibility to the pilot age limit, and the rationale behind the Aeronautical Regulation (DAR-01) for not establishing an age limit for commercial pilots, and establishing special requirements for pilots over 60 years of age.

8.8 The meeting also reviewed some background information on the matter, and recalled the meeting of the Group of Experts on Policies, Economics and Legal Matters (GEPEJTA) of the Latin American Civil Aviation Commission, held in Asunción, Paraguay, on 16-18 March 2005, where the participants exchanged views on the matter, and concluded that there were several countries in the Region that supported giving more flexibility to the age limit for pilots, and others were studying the issue; that only two countries expressed that, at least for the time being, they would maintain the age of 60 years and did not foresee any changes in the near future; that the ICAO Air Navigation Commission was studying an amendment to the requirements of Annex 1, which included a proposal to increase the pilot age limit; and, finally, that IATA supported the initiative of increasing the age limit to 65 years.

8.9 The meeting discussed this matter extensively and recalled that Conclusion 8/6 of the RAAC/8 meeting, *Licensing of pilots over 60 years of age*, urged States to report inconsistencies with respect to the relevant ICAO standards and, if necessary, to establish bilateral agreements for authorising pilots with annotated licenses to enter their airspaces. In this regard, the meeting concluded that this important matter should continue to be analysed by the GEPEJTA of the Latin American Civil Aviation Commission, with a view to establishing a regional instrument to give more flexibility to the age limit of pilots with commercial licenses. Likewise, IATA was invited to analyse the cost and impact for operators of renewing their crews in light of the existing provisions. In line with the latter, the meeting adopted the following conclusion:

CONCLUSION 9/18**LICENSING OF PILOTS OVER 60 YEARS OF AGE**

Encourage Civil Aviation Authorities of the SAM Region, which apply in their national regulations a different standard to that established in para. 2.1.10.1 of Annex 1 to the Chicago Convention, to:

- a) Notify the difference to ICAO, in accordance with Article 38 of the Chicago Convention;
- b) If the case so requires, establish bilateral agreements to grant the corresponding authorizations that enable entering their airspaces, pilots holding licenses with annotations in accordance with articles 39 and 40 of the Chicago Convention;
- c) Submit the background of this matter to the GEPEJTA of LACAC, in order to create a regional mechanism to grant more flexibility to the age limit of pilots with commercial licenses; and
- d) That IATA carry out a cost survey and the impact that crew renewal might have on operators, in the light of the current dispositions.

Apportioning the cost of regional technical cooperation projects according to traffic density

8.10 The meeting took note of the concern expressed by Uruguay in the sense of studying the possibility of apportioning the cost of regional technical cooperation projects according to the traffic volume handled by each State, thus enabling a more equitable distribution. After an extensive debate, and recalling that this matter had been addressed at other fora, the meeting felt that there were insufficient data to carry out a detailed analysis of the matter, and requested this State to present more information at the following meeting of LACAC.

Invitation to the Second Forum on Safety and the Seminar on Financial Institution Funds

8.11 The FAA Administrator invited the South American States to participate in the Second Forum on Safety to be held in Washington, United States, on 21-22 October 2005, and to the Seminar on Financial Institution Funds, to be held in mid 2005 in the United States, with the participation of the IDB and the World Bank, among others.

ATC aerodrome and radar simulator in Colombia

8.12 The meeting received information about the new ATC aerodrome and radar simulator recently installed at the Centre of Aeronautical Sciences and Studies (*Centro de Ciencias y Estudios Aeronáuticos*) in Bogotá, Colombia, with the participation of the Spanish firm INDRA and ICAO.

8.13 The meeting took note of the invitation extended by Colombia to the aeronautical community of the Region to take a look at the cited equipment. To that end, the interested parties should get in contact with the General Directorate of Civil Aviation of Colombia or the Centre of Aeronautical Studies.

Date and venue to hold the Tenth Meeting of Civil Aviation Authorities of the SAM Region

8.14 The meeting thanked and accepted the kind offer of the Venezuelan Delegation to be host of the Tenth Meeting of Civil Aviation Authorities of the SAM Region, which will be held in Caracas, Venezuela, during the month of April 2007.