

Agenda Item 5: State participation in the regional activities**a) CAR/SAM Regional Planning and Implementation Group (GREPECAS)**

5.1 The Meeting was informed that with the GREPECAS restructure and the results of its Tenth Meeting the mechanism entered a new work phase that will require a great contribution by the State in relation to a large participation with specialists to develop a working plan required in order to implement the Air Navigation Plan and other matters.

5.2 The Meeting was also informed that in order to manage in an efficient and timely way the implementation of the mechanism tasks, the use of software tools such as Microsoft Project was approved for the planning phase, where it details the human resources to be employed. In this regard, and in coordination with the Secretariat of GREPECAS/Subgroups, it will be assigned to the experts that the States nominate to work in the mechanism, specific tasks to be developed by them, which will require that the corresponding administrations adopt these tasks as their own and support their experts with sufficient funds for the development of the same. In this regard, the Meeting formulated the following conclusion:

CONCLUSION 7/10: GREATER SUPPORT BY THE STATES FOR THE TASKS TO BE DEVELOPED BY GREPECAS.

That the administrations in order to make a greater contributions to the work to be developed by GREPECAS, adopt as their own the assigned tasks to their nominated experts to the mechanism and contribute the necessary contributions in support of its expert in order that the tasks assigned be developed within the time established in the work program of the respective organism of GREPECAS' mechanism.

5.3 The Meeting analyzed and took note of the conclusions adopted by GREPECAS/10, which are detailed in **Appendix A**. In regards to the Conclusion 10/19 referred to *the regional actions to support ICAO's position regarding points of critical interest for civil aviation in the ITU CRM-2003*, the Meeting agreed on the importance that the States should give to this critical matter, that may jeopardize the application of the satellite systems for air navigation. Therefore, it was unanimously decided to adopt the following conclusion:

CONCLUSION 7/11: COORDINATION FOR THE SUPPORT OF ICAO'S POSITION IN THE ITU CRM-2003

The Civil Aviation Authorities are urged to:

- a) Make possible all of the necessary efforts to coordinate with the communication sector authorities in order to obtain their support to the ICAO position for the next ITU World Radio Telecommunications Conference (CRM-2003);
- b) Consider the participation of representatives of their administration within the State's delegation to the Conference; and
- c) Once the coordinations referred to in the previous paragraphs a) and b) have been made, inform the Regional Office on the obtained results.

b) Deficiency reduction/correction

5.4 The meeting was informed about the list of deficiencies by State in each area of air navigation, and the uniform methodology for the identification, assessment and reporting of deficiencies developed by the ICAO Council. It was felt that the administrations should take action to eliminate/reduce such deficiencies. Along these lines, mention was made of the concerns of the Air Navigation Commission and the Council indicating that safety deficiencies are safety related. Likewise, it was informed that the action adopted in that regard, and that civil aviation authorities should adopt follow-up measures based on priorities.

5.5 The meeting was presented with the new single definition of “deficiency” that replaces the former “shortcoming and deficiency” definitions which was approved by the ICAO Council on 30 November 2001, and reproduced below.

“A deficiency constitutes a situation in which a facility, service or procedure does not comply with a regional air navigation plan approved by the Council, or with the corresponding ICAO Standards and Recommended Practices, and which has an negative impact on the safety, regularity and/or efficiency of international civil aviation.”

5.6 It was emphasized that the States should make greater efforts to overcome the delay in the mitigation of air navigation deficiencies, specifically with respect to the critical safety issues highlighted in the ICAO Global Aviation Safety Plan (GASP) which is attached as **Appendix B** to this Report and to give priority to this matter through the assignment of adequate financial and human resources.

5.7 Subsequently, it was noted that, based to the changes made to the GREPECAS structure, as approved through Decision 9/20 (GREPECAS/9), urgent (“U”) deficiencies are being addressed by the Air Safety Board. The terms of reference of this Board stipulate that it is responsible for assessing, supervising and doing the follow-up of “U” deficiencies in the field of air navigation in the CAR/SAM Regions, and for developing the appropriate actions.

5.8 The meeting was also informed that, through Decision 10/60 of GREPECAS, the task of coordinating the establishment of action plans for resolving “A”- and “B”-rated deficiencies that affect the various fields of air navigation was transferred to the ICAO NACC and SAM Regional Offices.

5.9 The meeting took note of an example of a regional deficiency concerning English proficiency in the aeronautical field. In this respect, the Air Safety Board had requested the assistance of the Pan-American Air Safety Team (PAAST). It was also noted that the Board could request the assistance of ICAO, through the Technical Cooperation Projects, SIPs (Special Implementation Projects) and the recently approved International Financial Fund for Aviation Safety (IFFAS), which might have funds available for the adoption of measures to correct safety-related “U” deficiencies. The Meeting was informed that as a result of the work carried out by the PRICE Group, ICAO was circulating a State Letter, requesting comments on a proposal for the of Annexes 1, 6, 10, 11 and the PANS-ATM concerning language proficiency for radiotelephony communications. These proposal for amendments are aimed at reinforcing the use of the English language on ATC communications.

5.10 In order to conduct a strict follow up of each of the deficiencies detected in the different areas of air navigation, the meeting took note of the list of deficiencies presented in **Appendix C**. In addition, the Chilean delegate informed the Meeting on the work being carried out, regarding the progress on the use of the English language on ATC communications. In this respect, the Meeting was informed that Chile already started a training programme for controllers on the English language, with the purpose of complying with the new English language guidelines proposed by PRICE and circulated by ICAO in a State Letter. Based on this, the Meeting formulated the following Conclusion:

CONCLUSION 7/12: PROPOSAL FOR THE AMENDMENT OF ANNEXES 1, 6, 10, 11 AND THE PANS-ATM CONCERNING LANGUAGE PROFICIENCY FOR RADIOTELEPHONY COMMUNICATIONS

SAM States are encouraged to approve without comments the proposal for the amendment of Annexes 1, 6, 10, 11 and the PANS-ATM concerning language proficiency for radiotelephony communications, contained in a State letter circulated by ICAO.

5.11 During the discussion of this working paper, it was stated that the objective of IFFAS is to obtain resources and to finance developing States for the elimination of “U”-rated deficiencies. Likewise, a task force composed of members of the ICAO Council would study IFFAS by-laws with a view to its definitive implementation. An important aspect in this respect is the fact that the IFFAS will not be donated to the States and will be used for the direct payment of duly approved project accounts.

5.12 Following the review and discussion of this working paper, the civil aviation authorities of the SAM Region agreed to the following:

**CONCLUSION 7/13 DEFICIENCIES IN THE VARIOUS FIELDS OF AIR
NAVIGATION IN THE SAM REGION**

That the aeronautical authorities

- a) review the deficiencies included in Appendix C to this part of the report which correspond to their State, and identify the appropriate corrective (technical/operational/financial/organizational) measures to solve them; and
- b) based on a), prepare an Action Plan and send it to the ICAO SAM Regional Office by 31 October 2002.

c) Airport Certification/Evaluation;

5.13 Under this Agenda item, the civil aviation authorities of the South American Region were informed about the work being carried out through the ICAO aerodrome certification process.

5.14 In principle, the meeting took note of the main aspects of aerodrome certification based on ICAO Doc 9774 --AN/969 – Aerodrome Certification Manual. It also took note of the main aspects of the Universal Safety Oversight Audit Programme for Aerodromes.

5.15 Emphasis was placed on the responsibility of the State to guarantee the safety, regularity and efficiency of aircraft operations at the aerodromes under their jurisdiction. It was also noted that when airport operations are entrusted to an operator, the State must retain its oversight responsibility and make sure that the operator complies with ICAO SARPs or the applicable national regulations.

5.16 Special attention was given to the requirements of Amendment 4 to ICAO Annex 14, Volume I, which sets a **standard** stipulating that, as of 27 November 2003, the States are responsible for certifying all international airports. That same amendment *recommends* that “*a certified aerodrome should have a Safety Management System*”. This recommendation will become a **standard** as of 24 November 2005.

5.17 On the other hand, the meeting was informed that airport certification should be applied to: government departments operating state-owned aerodromes, airport authorities or similar corporations fully or partially owned by the State, and aerodromes owned by provincial governments, cities and municipalities.

5.18 The civil aviation authorities were informed that, for States to certify airports, the following requirements were essential: basic aeronautical legislation passed by the State and the existence of an appropriate state body with proper authority to enforce the regulations. Usually, this entity is the Civil Aviation Authority (CAA).

5.19 The meeting also noted that a requirement of the basic aeronautical legislation should be that “the CAA, as the certifying authority, should make sure that the holder of an aerodrome certificate is capable of ensuring that the aerodrome, its corresponding airspace and operational procedures can be safely used by aircraft”.

5.20 It was recognised that the basic documents for aerodrome certification were the Aerodrome Certification Manual, Annex 14, Volume I, and Amendment 4 to that same Annex. The Aerodrome Manual is an integral part of a certified aerodrome and constitutes the basic document for starting the certification process, and should be included in the CAA request form for its approval. It should also describe in detail the aerodrome location, facilities, services, equipment, operational procedures, organization and management, including the **Safety Management System (SMS)**.

5.21 The meeting was also reminded that the Civil Aviation Authority should make sure that the aerodrome offers a safe environment for the operation of aircraft to be served and that the aerodrome operator has the necessary competence and experience to properly operate and maintain the aerodrome. Furthermore, periodical inspections need to be carried out by the Civil Aviation Authority to ensure that aerodrome certificate holders meet their obligations under the terms of the certificate, with emphasis on the accepted and approved aerodrome manual. In this sense, it is essential for the CAAs to have duly trained aerodrome inspectors.

5.22 Regarding the effectiveness of aerodrome certificates, they can be permanent or of limited duration, in keeping with the requirements of each State. The aerodrome certificate may be suspended if the operator fails to meet the necessary requirements, for instance, if the Safety Management System is not being properly implemented.

5.23 The meeting was invited to take into account that all the aspects that had been addressed required a more in-depth analysis on the basis of ICAO Doc 9774 – AN/969 “Aerodrome Certification Manual”. A simple schematic of the aerodrome certification stages appears in **Appendix D**.

5.24 Upon examining the ICAO initiatives for personnel training, it was noted that all ICAO AGA Officers had participated in a seminar on aerodrome certification and discussion of Doc 9774, held in Montreal on 8-12 April 2002. A workshop on aerodrome certification had also been carried out in Trinidad and Tobago, on 13-16 May of this year for English-speaking States, and another one would be held on 24-27 September 2002 in Santiago, Chile, for Spanish-speaking States. These events had been scheduled for CAR/SAM States.

5.25 With respect to the ICAO USOAP Programme, the civil aviation authorities were informed that the documents related to the expansion of the ICAO USOAP Programme would be available within the following 18 months. The preparatory work for the expansion of the ICAO USOAP Programme would begin in 2003, and the aerodrome audits would start in 2004, in 5-year cycles.

5.26 Finally, during the debates, it was recommended that SAM States continue discussing and refining the aerodrome certification process in order to supplement the information contained in ICAO Doc 9774. Likewise, it was agreed that SAM States should join efforts in order to maintain the aforementioned process, as defined in the Aerodrome Certification Manual (Doc 9774), adjusting it to air transportation conditions and the infrastructure that exists in the region. Potential improvements should be identified in order to maximize the results at the least cost, and to improve civil aviation safety conditions.

CONCLUSION 7/14 AERODROME CERTIFICATION

Civil aviation authorities are urged to:

- a) Develop, if they have not done so yet, an intensive programme to meet the requirements of Amendment 4 to Annex 14, Volume I, as soon as possible;
- b) Participate in aerodrome certification training programmes, so that their staff may receive training in the conduction of aerodrome certification processes and the analysis of Aerodrome Manuals and Safety Management Systems;
- c) Be prepared for the aerodrome audits that will start in 2004;
- d) Implement Safety Management Systems at their aerodromes before 24 November 2005, in order to meet the requirements of Amendment 4 to ICAO Annex 14, Volume I.
- e) Carry out actions aimed at complementing the instructions contained in ICAO Doc 9774, searching for an effective international harmonization in the aerodrome certification process.

d) ATS quality assurance

5.27 It was shown to the SAM Region Civil Aviation Authorities (CAA) the basic information on the regional guidance material for Quality Assurance of the Air Traffic Services (ATS) approved by the CAR/SAM Regional Planning and Implementation Group (GREPECAS) for use by the States/Territories/International Organizations of the South American Region.

5.28 The Meeting took note that ICAO has recently approved the Amendment 40 to the Annex 11. This Amendment urges the States to implement, by 27 November 2003, systematic and suitable ATS safety management programmes. In addition, the ICAO Assembly Resolution A 33-8, carried out from 25 September to 05 October 2001, decided to extend the ICAO Universal Safety Oversight Audit Program (USOAP) to Annex 11, Air Traffic Services starting in 2004.

5.29 It was explained to the civil aviation authorities that the CAR/SAM regional guidance material for ATS Quality Assurance was developed at first time to be used worldwide. It was also emphasized that States/Territories and International Organizations of the CAR/SAM Regions can use this material.

5.30 The Meeting took note that the CAR/SAM Regions carried out the following events: a seminar on Quality Assurance Programme for Air Traffic Services (Mexico, 16-20 October 2000), a workshop in English on ATS QA (Trinidad and Tobago, December 2000) and another one in Spanish (El Salvador, June 2002). From 14-18 October 2002, another seminar on the subject will be held in Lima, Peru. In this case, the objective is to gather information from other States from and outside the CAR/SAM Regions. Later on, the SAM Office will start an evaluation program of the ATC facilities in order to implement the ATS QA in the States of the Region.

5.31 It was informed to the civil aviation authorities that the main goal of the Quality Assurance Program is to avoid ATS incidents. In addition, one of the main purposes of this program is to make specific guidelines available for notifying, investigating and solving the different types of ATS incidents. The regional guidance material, which content is indicated in **Appendix E**, can be utilized for very simple to very sophisticated ATS systems. This material can be found at the website www.lima.icao.int

CONCLUSIÓN 7/15: ATS QUALITY ASSURANCE PROGRAMMES

That the SAM States:

- a) based on the guidance material for ATS quality assurance programmes approved by the CAR/SAM Regional Planning and Implementation Group, implement a quality assurance programme at ATS units and designate the person responsible who will also be the focal point and coordinator of the programme;
- b) Inform the ICAO SAM Regional Office about such designation; and
- c) Participate actively at all events that seek to disseminate, provide training in, and implement ATS quality assurance programmes.

APPENDIX A**GREPECAS CONCLUSIONS TO BE EXAMINED BY RAAC/7 MEETING****CONCLUSION 10/8 - ATS CONTINGENCY PLANS**

That: the:

- a) States/Territories and International Organizations in the CAR/SAM Regions review, with adjacent States/Territories, the national ATS contingency plans prepared and coordinated for the Y2K problem and agree upon the most appropriate measures to adapt them to any event that might affect, either partially or totally, the provision of ATS and related services; and
- b) on the basis of a) above, the ICAO NACC and SAM Regional Offices take the appropriate measures to adapt the regional Y2K contingency plans and coordinate them with the other regions that might be affected by such plans.

CONCLUSION 10/11 - IMPLEMENTATION OF RVSM IN THE CAR/SAM REGIONS

That CAR/SAM States/Territories and COCESNA:

- a) implement RVSM in the Flight Information Regions under their jurisdiction;
- b) carry out this implementation programme in phases in accordance with the following:
 - 1) from FL350 to FL390 inclusive starting from 1 April 2004 allowing the use of up to FL410 in a tactical way; and
 - 2) from FL290 to FL410 inclusive, at a date to be determined in accordance with operational needs; and
- c) use as a reference framework for RVSM implementation the basic work programme shown in Appendix C.

**CONCLUSION 10/12 - CAR/SAM AIRSPACE SAFETY PERFORMANCE
 MONITORING AGENCY (CAR/SAM-MA)**

In order to ensure compliance with RVSM and RNP implementation requirements in the CAR/SAM Regions, it is agreed that:

- a) until a regional agreement is reached for the implementation of a regional monitoring agency, the Brazilian offer to undertake the tasks and responsibilities of a regional monitoring agency be accepted; and

- b) the ICAO NACC and SAM Offices consult with CAR/SAM States, Territories and International Organizations and, if applicable, obtain their approval for assigning the responsibility for monitoring safety system performance in CAR/SAM airspace to a State, group of States or a regional cooperation mechanism.

CONCLUSION 10/13 - DUTIES AND RESPONSIBILITIES OF THE CAR/SAM MONITORING AGENCY (CAR/SAM-MA) WITH REGARD TO RVSM AND RNP

That the CAR/SAM Monitoring Agency take on the duties and responsibilities with regard to RVSM and RNP as specified in Appendices D and E.

CONCLUSION 10/14 - DATABASE FOR THE SAFETY ASSESSMENT OF RVSM AND RNP

That CAR/SAM States/Territories and International Organizations start gathering, as soon as possible, information detailed in **Appendices F and G** with the aim of creating a database to be used for airspace safety assessment in the CAR/SAM Regions for RVSM and RNP implementation.

CONCLUSION 10/19 - REGIONAL ACTIONS TO SUPPORT ICAO'S POSITION ON CRITICAL INTEREST ISSUES FOR CIVIL AVIATION AT ITU'S WRC-2003.

That Civil Aviation Administrations of the CAR/SAM States, during their preparatory activities for and at the ITU WRC-2003, support ICAO's position regarding matters related to the radio frequency spectrum of critical interest to civil aviation, by:

- a) taking note of the ICAO position reflected in the attachment to State Letter E 3/5-01/79, dated 10 August 2001;
- b) taking into account the "*Strategy for establishing and promoting the ICAO position for future ITU world radio communication conferences*", which appears in the **Appendix I**;
- c) having national authorities responsible for managing the radio frequency spectrum consult aeronautical telecommunication experts when establishing national policies, in order to preserve the aeronautical frequencies spectrum and to support and include the ICAO position in their national positions for the WRC-2003;
- d) obtaining the support of national governing bodies;
- e) having aeronautical telecommunication experts participate at the CITEL regional fora;

- f) informing ICAO of any proposal they deem appropriate for updating and enhancing the ICAO position; and
- g) including in their respective State delegations to the WRC-2003 aeronautical communication specialists who may act at the conference in coordination with experts from other States and ICAO to defend civil aviation interests, in keeping with the ICAO position.

CONCLUSION 10/20 - REPLACEMENT OF TELEPRINTER-BASED AFTN STATIONS WITH PC-TYPE TERMINALS

That, States/Territories/International Organizations that have not yet done so, consider replacing the teleprinters that are operating in the AFTN stations serving ATM, AIS, MET, SAR and other units with PC-type computers equipped with software that - emulates telegraphic procedures.

CONCLUSION 10/22 - AMHS IMPLEMENTATION

That, in order to progress CAR/SAM AMHS implementation planning:

- a) the CNS Committee of the ATM/CNS/SG review and improve the AMHS requirements in Table CNS 1B of the FASID as required;
- b) States/Territories/International Organizations, in accordance with SARPs of the ATN/AMHS, as soon as possible, establish plans for the migration from AFTN to AMHS;
- c) the Regional Offices assign due priority to and provide the necessary assistance for the implementation of the AMHS; and
- d) ICAO, in order to foster AMHS implementation and examine regional AMHS policy matters, organize a workshop/seminar during 2002.

CONCLUSION 10/26 - DEVELOPMENT OF NATIONAL DIGITAL NETWORKS

That, when preparing their plans for the implementation of national digital networks to improve aeronautical communications and facilitate the implementation of the ATN inter-network services, States/Territories/ International Organisations consider, when carrying out the design of these networks, the application of the “*General guidelines for the design of national digital networks*” set out in Appendix L.

CONCLUSION 10/32 - UPDATING AND PUBLICATION OF NATIONAL LEGISLATION/REGULATIONS AUTHORIZING THE USE OF GNSS

That, CAR/SAM States/International Organizations,

- a) that have not done so yet, publish or update, as soon as possible, an AIC on their legislation/regulation, authorizing the use of GNSS as a primary/supplementary means of navigation for terminal area and en-route operations in their respective airspace, also specifying equipment, certification, and training requirements; and
- b) that have already established the operational use of GNSS, exchange information on their operational experience with other States/International Organizations in order to enhance the regional knowledge.

CONCLUSION 10/37 - SIGMET SIP

That, ICAO carry out a SIP for the SAM Region, to improve the implementation of the procedures for SIGMET development and dissemination, especially those related with volcanic ash.

CONCLUSION 10/43 - AIRFIELD MAINTENANCE PROGRAMMES

That:

- a) States ensure that by June 2002 aerodrome operators implement and maintain adequate airfield maintenance programmes to eliminate and prevent the future existence of urgent deficiencies in existing runway markings, lighting, signs and pavement surface conditions, and perimeter barriers which have a direct impact on the safety of aircraft runway operations; and
- b) the AGA/AOP/SG review implementation of this conclusion at its next Meeting by reviewing the list of shortcomings and deficiencies.

CONCLUSION 10/44 - AERODROME CERTIFICATION IMPLEMENTATION

That States,

- a) should urgently commence preparations for the implementation of the certification of aerodromes in order to be compliant with the new SARPs by 27 November 2003; and
- b) provide an implementation status report to the 2nd AGA/AOP/SG Meeting.

CONCLUSION 10/49 - PRODUCTION OF AERONAUTICAL CHARTS BASED ON WGS-84

That, CAR/SAM States/Territories and International Organizations should take the necessary measures to produce aeronautical charts based on WGS-84 and report to the next GREPECAS meeting on the progress made in line with the information set out in Appendix U.

CONCLUSION 10/51 - STATUS OF NASC AND CAR/SAM COPM DOCUMENTS

That, States/Territories continue to apply the guidelines contained in the “Coordinated Plan for the Implementation of the National Data Banks (NASC) in the CAR/SAM Regions” and “Common Operational Procedures Manual for an Integrated Automated AIS System (COPM) in the CAR/SAM Regions” recently updated documents, and in support for the on-going work on an Integrated Automated AIS System.

CONCLUSION 10/58 - ATS QUALITY ASSURANCE PROGRAMME FOR CAR/SAM STATES

That:

- a) in the absence of adequate financial resources to resolve the region-wide ATS Quality Assurance problem with aeronautical phraseology, the attention of the Air Navigation Commission be brought to the importance of this matter;
- b) the Air Navigation Commission be invited to agree that the proper utilization of Aeronautical Phraseology by Air Traffic Controllers in the discharge of their duties, can be enhanced through the implementation of a CAR/SAM ATS Quality Assurance Programme; and
- c) the support of the Air Navigation Commission be sought in dealing with this region-wide shortcoming through the establishment of a CAR/SAM Special Implementation Project (SIP) or by a request to the newly-approved International Financial Facility for Aviation Safety (IFAAS) for funds to address this issue.

APPENDIX B

THE ICAO GLOBAL AVIATION SAFETY PLAN (GASP)

1. OBJECTIVES

1.1 The objectives of the ICAO Global Aviation Safety Plan are to:

- a) reduce the number of accidents and fatalities irrespective of the volume of air traffic; and
- b) achieve a significant decrease in worldwide accident rates, placing emphasis on regions where these remain high.

1.2 This should be achieved by:

- a) identifying repetitive causes for accidents on a worldwide and a regional basis and recommending specific actions;
- b) enhancing identification of all elements that can impair safety, such as shortcomings and deficiencies in the air navigation system or lack of compliance with ICAO Standards and Recommended Practices (SARPs), and recommending corrective actions; and
- c) enhancing the cooperation between Contracting States or groups of States with ICAO in order to improve ICAO's own capability to compile, assess and disseminate safety-related information.

1.3 The ICAO Global Aviation Safety Plan will therefore identify those tasks and programmes likely to produce the best safety dividend in terms of reducing accident numbers and rates both on a worldwide and on a regional basis. It is intended that GASP will serve all parties involved in aviation safety both as a planning and as a tracking tool, in order to enable them to list in a public document the above-mentioned tasks and programmes and to check on the progress achieved in these areas of ICAO activity. In order to make GASP easily accessible, the document will be distributed on a regular basis by ICAO through a State letter and on the ICAO Web site.

2. FUNDAMENTALS

2.1 The three fundamentals of the GASP are as follows:

- 1st Fundamental Reviewing the causal factors of aircraft accidents worldwide in order to identify specific safety issues which must be addressed to reduce accident numbers and rates. Particular attention is given to the reasons for regional variations in accident rates;

- 2nd Fundamental Keeping abreast of the activities of existing safety groups in order to identify safety issues which have global perspectives. In doing this, GASP focuses on those safety initiatives that offer the best safety dividend in terms of reducing accident numbers and rates; and
- 3rd Fundamental Promoting safety awareness worldwide by facilitating the effective sharing and use of aviation safety data and information.

3. ELEMENTS

- 3.1 **Carry out an annual review of the causal factors in accidents and incidents using all available sources of information, including the ICAO Accident/Incident Data Reporting (ADREP) System. (1st Fundamental)**

Related Tasks

- a) Identify specific safety issues;
- b) Identify the safety issues that result in disparities in accident rates on a regional level;
- c) Develop safety indicators to readily identify trends in safety performance; and
- d) Disseminate the results of these activities for use in accident prevention programmes by States and industry.

- 3.2 **Recommend safety actions in response to findings of the ICAO Universal Safety Oversight Audit Programme (USOAP). (1st and 2nd Fundamentals)**

Related Tasks

- a) Review the safety critical elements identified by the ICAO Universal Safety Oversight Audit Programme (USOAP);
- b) Assist States in developing appropriate safety oversight structures;
- c) Assist States in developing easy to understand regulatory material;
- d) Promote and prioritize the expansion of USOAP to other safety-related fields; and
- e) Where necessary, update existing SARPs or develop new SARPs.

- 3.3 **Enhance the identification of, and address, deficiencies in the air navigation field provided by all sources, including ICAO Planning and Implementation Regional Groups (PIRGs), and Regional Safety Groups. (2nd Fundamental)**

Related Tasks

- a) Review, and where possible, provide guidance and assistance to States in the implementation of appropriate safety actions.

3.4 **Review and improve existing safety database systems to facilitate the dissemination of safety-related information. (3rd Fundamental)**

Related Tasks

- a) Participate in the Global Aviation Information Network (GAIN) Government Support Team (GST) to explore ways to reduce impediments, legal or otherwise, to the communication of safety-related information;
- b) Develop Annex provisions and guidance material for voluntary incident reporting systems;
- c) Develop appropriate means to ensure the non-punitive nature of voluntary incident reporting systems;
- d) Develop appropriate means to ensure non-disclosure of confidential safety information;
- e) Participate in industry activities, such as the CAST/ICAO taxonomy working group, to develop common taxonomies to facilitate the worldwide coding, storage and dissemination of safety-related information;
- f) Update Annex provisions in order to facilitate the collection and dissemination of safety-related information;
- g) Provide relevant safety-related information on an ICAO Web site; and
- h) Consider the establishment of a comprehensive data analysis and information dissemination network.

3.5 **Collaborate with States and the aviation industry to identify additional safety measures. (2nd Fundamental)**

Related Tasks

- a) Liaise with the Commercial Aviation Safety Team (CAST) in the United States, the Joint Strategic Safety Initiative (JSSI) in Europe, the global aviation information network (GAIN) in the United States and any other potential safety initiatives;
- b) Participate in industry / government safety initiatives addressing specific safety issues;
- c) Identify the high priority safety-related tasks on the basis of their impact on improving safety to determine if developing safety initiatives have a global perspective and warrant inclusion in the Technical Work Programme (TWP) of the Organization in the Air Navigation Field;

- d) Hold regular consultations with aviation industry leaders. The purpose of these consultations, which gather representatives of industry and international organizations together with the ANC and supported by members of the ICAO Secretariat, is to:
 - i) update all participants on progress achieved on safety issues in the context of GASP;
 - ii) exchange information and, in the light of the experience gathered by the industry, review all data and proposals which could justify further GASP initiatives; and
 - iii) give the industry and international organizations an opportunity to update GASP.

3.6 **Develop solutions to identified safety issues. (2nd and 3rd Fundamentals)**

Related Tasks

- a) Develop Annex provisions regarding new technology equipment to be installed on board aircraft;
- b) Incorporate the findings of industry task forces (such as CFIT and ALAR) into ICAO provisions;
- c) Develop guidance material for flight data analysis programmes required for the operators of large commercial aircraft;
- d) Update Annex provisions regarding terrain portrayal on approach charts and electronic terrain data for cockpit displays;
- e) Ensure airport and airspace capacity enhancement developments are safe;
- f) Develop provisions concerning the enhancement of air-ground communication procedures, including minimum skill-level requirements in the common usage of the English language in ATC communications;
- g) Provide guidance on and monitor the introduction of safety management systems for aerodromes and air traffic services;
- h) Expand the USOAP programme to include Annexes 11 and 14;
- i) Establish and foster regional safety groups;
- j) Develop SARPs aimed at improving the technical reliability of aircraft;
- k) Continue to incorporate human factors considerations in ICAO regulatory provisions and guidance material;

- l) Develop SARPs or guidance material to address the runway incursion problem; and
- m) Develop provisions concerning the enhancement of ATM equipment, procedures and human performance.

APPENDIX D

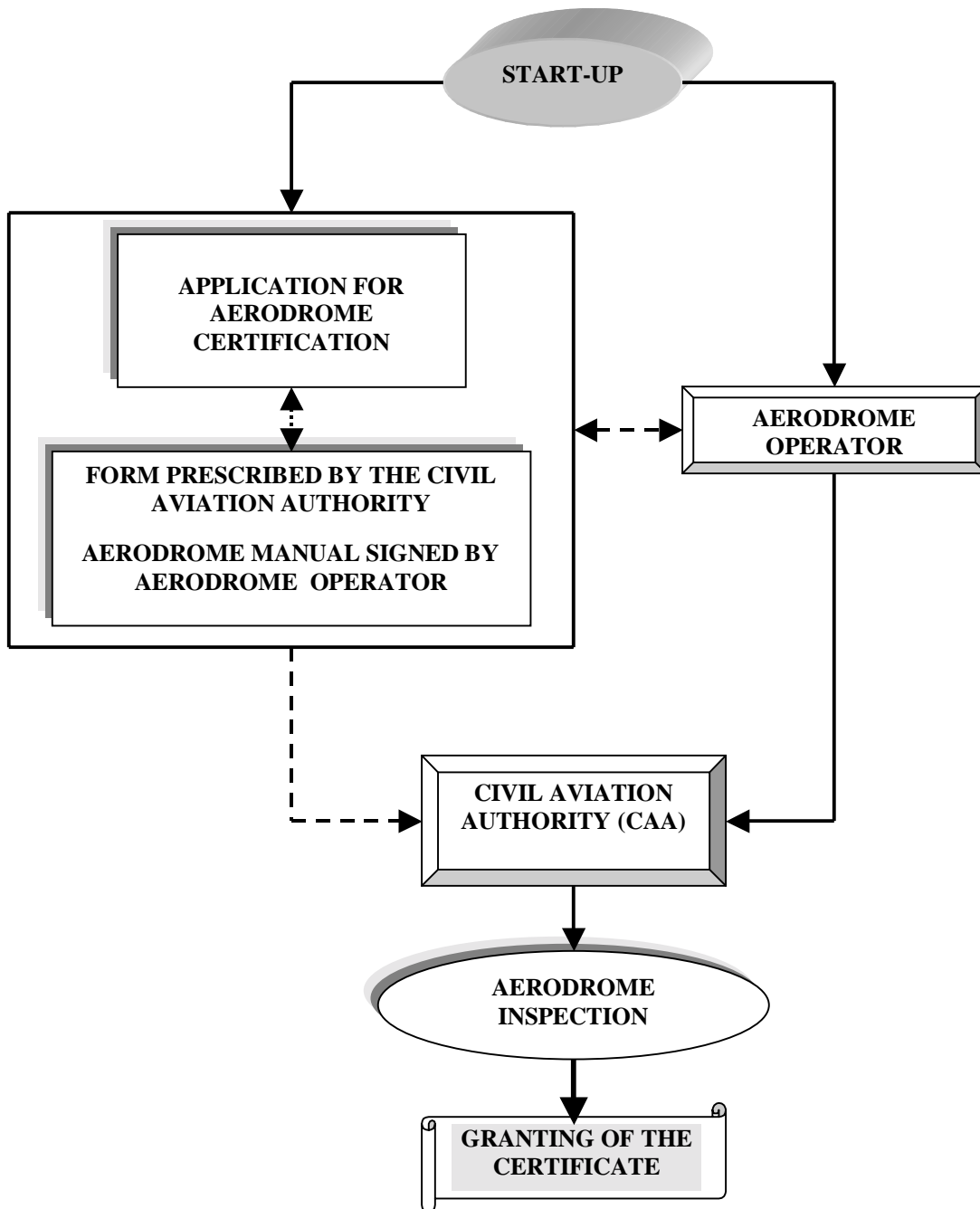


Figure 01 – Simple schematic of the Aerodrome Certification process

APPENDIX E**GUIDANCE MATERIAL FOR AIR TRAFFIC SERVICE QUALITY ASSURANCE PROGRAMMES IN THE CAR/SAM REGIONS**

Version 1 of the Guidance Material for Air Traffic Service Quality Assurance Programmes in the CAR/SAM Regions is divided into the following chapters:

- Chapter 1. Definitions
- Chapter 2. Background
- Chapter 3. ATS Quality Assurance Programmes
- Chapter 4. Verifying the competence of controllers
- Chapter 5. Reporting, investigation and equipment for the investigation of air traffic incidents
- Chapter 6. Air traffic incident prevention programmes
- Chapter 7. Air traffic service assessment programmes
- Chapter 8. Service quality enhancement programmes
- Chapter 9. Training programmes for the development of competencies
- Chapter 10. ATS safety management
- Chapter 11. Human factors