

ORGANIZACIÓN DE AVIACIÓN CIVIL INTERNACIONAL
Séptima Reunión de Autoridades de Aviación Civil de la Región SAM
(RAAC/7)

(Salvador, Bahía, Brasil, 01 - 03 julio de 2002)

Agenda Item 5: Participation of States in regional activities

a) **Regional Planning and Implementation Group - GREPECAS**

(prepared by the Secretariat)

Summary

This working paper presents information on GREPECAS and the recommendations made by the Group through the Conclusions of its Tenth meeting that need to be implemented in an integrated and harmonious way in the region. It also contains some remarks on these conclusions and, where applicable, the corresponding action suggested by the meeting.

References:

- CAR/SAM Regional Air Navigation Plan (FASID and Basic ANP);
- Report of GREPECAS/10; and
- Report of the CAR/SAM/3 RAN Meeting (Doc. 9749).

1. Introduction

1.1 The GREPECAS mechanism, up to its ninth meeting, had been working with a structure that, in light of the need to plan and implement the ICAO CNS/ATM systems, required a re-structuring in order to increase the efficacy and efficiency of the mechanism. This re-structuring, called for in Decision 9/20 of GREPECAS/9, was carried out immediately after the GREPECAS/9 meeting and reviewed at the GREPECAS10 meeting (Las Palmas, 23-27 October 2001).

1.2 The Tenth Meeting of GREPECAS (GREPECAS/10) formulated 50 Conclusions and 17 Decisions, which come on top of those approved at previous meetings (29 Conclusions and 4 Decisions). Through the work of the GREPECAS/10 meeting, the mechanism entered a new stage which will require a significant contribution by the States in terms of their participation with specialists in the planning required for the implementation of the air navigation plan and other matters, like AVSEC, that may be agreed upon and which were included as part of the work of the AOP/SG. In this respect, this working paper focuses on aspects relevant to the RAAC/7 Meeting regarding the action taken by the GREPECAS/10 meeting.

2. **Greater participation of the States in the work of GREPECAS**

2.1 According to the information submitted to the GREPECAS/10 meeting and the analyses carried out by the Administration Coordination Group (ACG) of the mechanism, the resources available in ICAO to support the work of GREPECAS are scarce. Within this limitation of resources, the tasks approved for the mechanism have to be fulfilled, and support is only provided for the meetings of the Subgroups and GREPECAS itself. Task forces will be working on a completely informal basis and subject to the conditions established by the rapporteurs of each group, mainly using e-mail to coordinate the work.

2.2 On the other hand, and in order to use time more efficiently in the performance of the tasks of the mechanism, approval was given to the use of software tools such as MicroSoft Project for planning said tasks, specifying the human resources to be used. The ACG/2 recently approved a format for the clear identification of the tasks to be performed, the time required and the party or parties responsible for their implementation, all using the aforementioned software. In this sense, and in coordination with the GREPECAS Secretariat/Subgroups, specific tasks will be assigned to the experts designated by the States to work in the mechanism. To this end, the corresponding administrations will need to take on these tasks as their own and provide sufficient resources to their expert for their fulfillment.

2.3 In view of the above, the meeting could formulate the following Conclusion:

CONCLUSION 7/XX- GREATER SUPPORT BY STATES TO THE WORK CARRIED OUT BY GREPECAS

That the Administrations, in order to make a greater contribution to the work to be done by GREPECAS, take on the tasks assigned to the experts they have designated to work in the mechanism and provide sufficient resources for their support, so that they can carry out the tasks entrusted to them in the time allotted in the work programme of the respective body of the GREPECAS mechanism.

3. **Review of the conclusions formulated by GREPECAS/10**

3.1 According to the ICAO Secretariat, the conclusions shown in **Appendix A** to this working paper would be of interest to the RAAC/7 meeting. Comments are offered on said conclusions as they relate to each air navigation field.

Aerodromes, air routes and ground aids (AGA)

CONCLUSION 10/43 - AERODROME MAINTENANCE PROGRAMMES

In the first part of this conclusion, States were asked to ensure, no later than June 2002, that aerodrome operators establish and keep aerodrome maintenance programmes to eliminate and prevent the future existence of urgent deficiencies in: signal, lighting, signs, runway surface conditions, and perimeter barriers, all of which has a direct impact on the safety of aircraft operations on the runway.

Likewise, the second part of the conclusion gives the GREPECAS AGA/AOP/SG Subgroup the responsibility of reviewing its implementation at its next meeting, through an analysis of the list of deficiencies.

CONCLUSION 10/44 – IMPLEMENTATION OF AERODROME CERTIFICATION

This conclusion specified that the States should, as a matter of urgency, begin preparing for the implementation of aerodrome certification in order to comply with the new SARPs no later than 27 November 2003.

As a way of getting States ready for the implementation of this conclusion, ICAO conducted a workshop on this topic in Trinidad and Tobago, on 13-16 May of this year for the English-speaking States of the NAM/CAR/SAM Regions. Another workshop is scheduled to be held in Santiago, Chile, on 23-26 September of this year for the Spanish-speaking States of the three Regions.

Likewise, according to the second part of the conclusion, States are expected to report on the status of implementation at the Second Meeting of the AGA/AOP/SG, which will probably be held in Lima, Peru, on 26-30 August of this year.

Aeronautical Information Services (AIS/MAP)

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

The situation described in Appendix “U” to the GREPECAS/10 report has not changed much; i.e., States like Bolivia, Colombia, Guyana, Panama, Paraguay, Peru, Suriname and Venezuela have not yet complied with this requirement in an effective manner.

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

Both documents, the “Coordinated Plan for the Implementation of National Data Banks (NASC) in the CAR/SAM Regions” and the “Handbook on Common Operational Procedures for the Integrated Automated AIS System (COPM) in the CAR/SAM Regions” were circulated to States in due time and the cited updates were circulated with the report of the AIS/SG/7 meeting; it is understood that the States are making use of this reference material.

Air Traffic Management (ATM)

CONCLUSION 10/8 – ATS CONTINGENCY PLANS

The task on this matter was started at the E-CAR/SAM NE 1 meeting (Cayenne, French Guyana, 27-29 March 2001), for a subregion that comprises the Rochambeau, Paramaribo, Georgetown, Piarco, Maiquetía, Manaus and Belem FIRs, and at the SAM NNW meeting (Lima, Peru, 8-12 April 2002), for a subregion that comprises the La Paz, Porto Velho, Lima, Maiquetía, Bogota and Barranquilla FIRs. Approval was given to the implementation of an action plan for the drafting of national contingency plans duly harmonised with those of adjacent States.

The Regional Office is also coordinating the implementation of this Conclusion with the other States. Once the contingency plans developed by the States are ready, the South American Regional Office will prepare the regional contingency plan.

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

RVSM issues were examined at the Third Meeting/Workshop of ATM Planners and Authorities (AP/ATM/3, Lima, Peru, 20-24 May 2002).

On this occasion, the meeting reviewed Conclusion 10/11 of GREPECAS and took note of the plans of the United States to implement RVSM in its domestic airspace. A discrepancy was found in the implementation dates (April 2004 for the CAR/SAM Regions and December 2004 for the United States domestic airspace), and in the level band where the RVSM would be applied (two phases in the CAR/SAM Regions and a single phase between FL 290 and FL 410 in the United States domestic airspace).

RVSM preparedness was also examined, both for the fleet based in the CAR/SAM Regions as well as for flights operating in the area. The need was recognised to increase efforts to disseminate the RVSM implementation programme among the users so that they may be fully aware of the regional plans for the implementation of RVSM in 2004, and of the benefits to be derived from this implementation, which could help improve RVSM preparedness percentages.

Finally, the meeting, recognising the existing problems and in order to have a seamless airspace between the CAR/SAM Regions and the domestic airspace of the United States, deemed it necessary to take steps to harmonise both implementation plans. Consequently, it requested GREPECAS, through its RVSM Task Force, to study the feasibility of implementing RVSM in the CAR/SAM Regions in a single phase, from FL 290 to FL 410.

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

Pursuant to this conclusion, the aeronautical authority of Brazil decided to assign the tasks related to the CAR/SAM monitoring agency (CARSAMMA) to the Air Navigation Management Centre (CGNA), whose creation was also proposed to GREPECAS/10. The CGNA is located in Sao Jose dos Campos, Sao Paulo, and has the necessary facilities and personnel to perform monitoring tasks in the CAR/SAM Regions. This body will be soon available at the following address: www.cgna.gov.br.

CONCLUSION 10/13 – DUTIES AND RESPONSIBILITIES OF THE CAR/SAM MONITORING AGENCY (CAR/SAM-MA) IN THE FIELD OF RVSM AND RNP

Once operational, the CAR/SAM monitoring agency will fulfil all of the tasks and responsibilities assigned to it concerning RVSM and RNP implementation in the CAR/SAM Regions.

CONCLUSION 10/14 – RVSM AND RNP SAFETY ASSESSMENT DATABASE

In order to establish a database with the information required for assessing airspace safety for RVSM and RNP implementation, the CAR/SAM States were urged to start a programme for the collection of statistical and navigation deviation data. This information must be sent to the CAR/SAM-MA, which will be in charge of developing and maintaining the required database.

CONCLUSION 10/58 – CAR/SAM ATS QUALITY ASSURANCE PROGRAMME

This matter has been handled directly by the Secretary of GREPECAS. Extraofficial notice has been received that the SIP submitted was not approved by the Air Navigation Commission because of the high cost involved.

RAAC/7-WP/14 explains the plans of the SAM Regional Office concerning ATS quality assurance programmes.

Communications, Navigation and Surveillance (CNS)

CONCLUSION 10/19 – REGIONAL ACTION IN SUPPORT OF THE POSITION OF ICAO AT THE ITU WARC-2003 ON MATTERS OF CRITICAL INTEREST FOR CIVIL AVIATION

Ensuring the availability of the radioelectric spectrum and taking action to defend the aeronautical band allocations made by the ITU and contained in the Radio Regulations is vital for the implementation of the new CNS/ATM systems. In this regard, ICAO has already prepared the position it will defend before the World Radio Conference WRC-2003, which was circulated to the States and international organisations concerned. In March 2001, a coordination meeting was held in Lima in preparation for the WRC-2003, together with the meeting held by the AMCP F Task Force for that same purpose. A similar meeting is being scheduled in Mexico for next December. It is hoped that, based on the ICAO position at the WRC-2001, the States will coordinate with their communication authorities and support ICAO within CITEL, especially in the activities of the Permanent Committee III-Radio Communications. They are also expected to participate at the World Radio Conference, which will be attended by the ICAO Secretariat to coordinate activities with the delegations of aeronautical authorities.

CONCLUSION 10/20 – REPLACEMENT OF AFTN STATIONS USING TELEPRINTERS WITH PC-TYPE TERMINALS

The implementation of this conclusion by the States should be considered of high priority for the improvement of the AFTN messaging service, in order to eliminate errors in the message processing fields. There is a trend in this sense, and some administrations have developed or are implementing plans, while others have not completed their plans yet. It is important for the administrations that have not done so yet, to recognise the technical, operational and economic benefits derived from the implementation of this conclusion.

CONCLUSION 10/22 – AMHS IMPLEMENTATION

The AMHS SARPs have been completed by OACI and the South American Digital Network (REDDIG) is being implemented in order to provide a digital communication platform that will permit AMHS implementation. It is expected that, as an important element for the effective use of the REDDIG, an ATM automation seminar will be held in late 2002 or early 2003, once the REDDIG becomes operational. States should prepare plans to develop the AMHS making use of the REDDIG.

CONCLUSION 10/26 – DEVELOPMENT OF NATIONAL DIGITAL NETWORKS TO IMPROVE AERONAUTICAL COMMUNICATIONS

There is a general trend among States to implement various digital networks in order to take advantage of the cost-benefit ratio of the technology, and to streamline, in line with the ICAO plans, the communication structure of national networks. To the extent that States expedite the implementation of these networks, the integration of services into the domestic portion will be facilitated, with clear consequences for the provision of the services required by ICAO.

CONCLUSION 10/32 – UPDATING AND PUBLICATION OF NATIONAL LEGISLATION/REGULATIONS AUTHORISING USE OF THE GNSS

As of 2 May 2002, Suriname will join the list of States that have included the use of GPS as radio navigation aid in the AIP. The GPS system in Suriname will be used as a primary means of navigation (IFR) in the Paramaribo FIR. Thus, together with Argentina, Chile and Uruguay, they are the only countries in the SAM Region that have adopted GPS as a primary means of navigation aid. On the other hand, SAM States that have published in the AIP the use of GPS as a supplementary means are: Argentina, Bolivia, Brazil, Chile, Colombia, Panama, Peru, Paraguay, Uruguay and Venezuela.

Aeronautical meteorology

CONCLUSION 10/37 - SIGMET SPECIAL IMPLEMENTATION PROJECT (SIP)

ICAO approved the implementation of this project, which is foreseen for this year

4. Suggested action

4.1 The meeting is invited to consider the information presented in this working paper in order to:

- 4.2
- a) recognise the need to provide greater support to the GREPECAS mechanism and approve the draft Conclusion that appears in paragraph 2.3; and
 - b) consider the list of conclusions contained in Appendix A and review the comments of the Secretariat, so as to develop, if necessary, recommendations to support the implementation of the cited Conclusions of the GREPECAS/10 meeting.

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.