

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**SEVENTH MEETING OF CIVIL AVIATION AUTHORITIES OF THE SAM REGION (RAAC/7)**

(Salvador, Bahía, Brasil, 01 – 03 July 2002)

**Agenda Item 7: Follow-up of RAAC Conclusions**

(Presented by the Secretariat)

**Summary**

This Working Paper presents a review of the RAAC Conclusions, setting out actions taken in this regard as of this date, and proposing future actions that shall be taken by the Group.

**1. Background**

1.1 The policy of the RAAC meetings establishes that actions taken by the Group shall be recorded in the form of Conclusions, which merit a direct attention of the States or require a further coordinated action with them.

1.2 Furthermore, the Meeting must review the RAAC Conclusions with a view that the States take due note of its status.

**2. Discussion**

2.1 The Meeting will examine the conclusions in a chronological order. **Appendix A** contains all RAAC conclusions and the corresponding action taken on each of them.

**3. Suggested action**

3.1 The Meeting is invited to examine the status of the RAAC conclusions, based on the information contained in Appendix A and recommend the action deemed necessary on each one of them.

-----

**FOLLOW-UP ON RAAC CONCLUSIONS**

<b>Conclusions</b>	<b>Actino taken</b>
<b>5/1 INFORMATION THAT SHOULD BE SENT TO THE STATES IN THE SAM REGION BY THE ICAO REGIONAL OFFICE</b>	A summary containing this information is distributed to all CAR/SAM States, together with the GREPECAS Report.
<b>5/2 ESTABLISHMENT OF NATIONAL CNS/ATM PLANNING AND IMPLEMENTATION COMMITTEE</b>	Most of the States have established a CNS/ATM Planning and Implementation Committee
<b>5/3 COORDINATION OF THE WORK OF THE GREPECAS CNS/ATMS/IC SUBGROUP WITH THAT OF THE NATIONAL CNS/ATM PLANNING AND IMPLEMENTATION COMMITTEES</b>	This coordination is carried out through the members of the ATM/CNS Subgroup members.
<b>5/4 COORDINATION BETWEEN CIVIL AVIATION AUTHORITIES AND GEOGRAPHIC INSTITUTE AUTHORITIES</b>	The States have carried out these co-ordinations.
<b>5/5 HARMFUL PROLIFERATION OF GESs</b>	The GES are a multinational facility; therefore, shall be considered in the studies that are carried out by the GREPECAS on this matter.
<b>5/6 COST-BENEFIT ANALYSIS</b>	Through the RLA/98/003 Project a tool named Planning and Evaluation Tools (PET) has been developed, which enables to carry out a cost-benefit analysis and studies of business cases.
<b>5/7 REGIONAL TECHNICAL COOPERATION PROJECT FOR THE PLANNING AND IMPLEMENTATION OF CNS/ATM SYSTEMS</b>	RLA/98/003 Project implemented.
<b>5/8 INSTITUTIONAL REORGANIZATION</b>	The operational security has been categorized in most of the SAM Region States.
<b>5/9 UTILIZATION OF OPERATIONAL SAFETY OVERSIGHT MECHANISMS</b>	Various States have utilized the Technical Cooperation with this purpose.
<b>5/10 MULTINATIONAL OPERATIONAL SAFETY OVERSIGHT BODY</b>	This project has been established with nine participating States and one aircraft manufacturer as an observer.
<b>5/11 REPORTING OF ATS INCIDENTS IN THE SAM REGION</b>	Effective
<b>5/12 INVESTIGATION OF ATS INCIDENTS</b>	Replaced by Conclusion 6/19.
<b>6/1 AIRPORT CONCESSION</b>	Accomplished by convening to the Airport Global Conference (ANS CONF 2000) and fostering fora with regional participation of all parties, as well as specialized organisms (Regional Colloquium, August 2001, High Level Committee and Meetings of Ministers and Aeronautical Authorities).
<b>6/2 AIRPORT SUPERVISION</b>	
<b>6/3 ACTIONS TO BE ADOPTED BY ICAO REGARDING AIRPORT PRIVATISATION PROCESSES</b>	
<b>6/4 DRAFTING OF A SURVEY</b>	
<b>6/5 ACCESSION TO THE REGIONAL SAFETY OVERSIGHT SYSTEM</b>	Effective
<b>6/6 SUPPORT TO REGIONAL CNS/ATM ACTIVITIES</b>	The necessary support has been obtained.

<b>6/7 GUIDELINES FOR MULTINATIONAL FACILITIES AND SERVICES</b>	Included in the FASID-ANP
<b>6/8 DEVELOPMENT OF SCENARIOS FOR THE PROVISION OF FACILITIES AND SERVICES</b>	PET
<b>6/9 MECHANISM FOR DETERMINING THE FEASIBILITY OF CNS/ATM IMPLEMENTATION</b>	Effective
<b>6/10 IMPLEMENTATION OF THE REDDIG</b>	Under implementation
<b>6/11 CO-ORDINATION OF TRAINING ACTIVITIES</b>	Coordination carried out and coordinated in GREPECAS restructuring.
<b>6/12 REVIEW OF AIR NAVIGATION SERVICE REQUIREMENTS AND PARTICIPATION OF STATES AT THE CAR/SAM/3 RAN MEETING</b>	Completed
<b>6/13 DISSEMINATION OF Y2K INFORMATION</b>	Completed
<b>6/14 REGIONAL Y2K CONTINGENCY MEASURES AND IMPLEMENTATION OF NATIONAL CO-ORDINATION UNITS</b>	Completed
<b>6/15 SUPPORT TO THE PAN-AMERICAN CIVIL AVIATION INSTITUTE</b>	IPAC is in a stand-by position due to lack of funds.
<b>6/16 PERSONNEL AND FINANCIAL LIMITATIONS</b>	Effective
<b>6/17 OPERATIONAL AND ADMINISTRATIVE PROBLEMS OF GREPECAS</b>	The Group was restructured in GREPECAS/9, improving its work procedure.
<b>6/18 SUPPORT TO THE POSITION OF ICAO BEFORE THE ITU WRC-2000</b>	Completed
<b>6/19 IMPLEMENTATION OF ATS INCIDENT INVESTIGATION PROGRAMMES IN THE SAM REGION</b>	Effective
<b>6/20 IMPLEMENTATION OF AN ATS QUALITY ASSURANCE PROGRAMME</b>	Under implementation
<b>6/21 MINIMUM LEVEL OF ENGLISH REQUIRED FROM CONTROLLERS AND PILOTS</b>	Under implementation. A proposal of Amendment to Annexes 1, 6, 10 and 11 and to the ATM PANS is circulating regarding this matter.

-----