



SAM 03/03-AIS/MAP/AUTO
WP/3.1
30/05/03

INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN OFFICE

**AERONAUTICAL INFORMATION SERVICES, AERONAUTICAL CHARTS AND
AIS AUTOMATION COORDINATION AND IMPLEMENTATION MEETING**

(SAM 03/03-AIS/MAP/AUTO)

(Lima, Peru, 13 to 17 October 2003)

**Agenda Item 3: Follow up of the AIS/MAP deficiencies existing in the ICAO South American
(SAM) Region**

(Presented by the Secretariat)

SUMMARY

This paper presents, using the uniform methodology adopted by the ICAO Council, the AIS/MAP deficiencies that exist in the ICAO South American Region, for their analysis.

References:

- Report of the Seventh Meeting of the AIS/MAP Subgroup (AIS/MAP/SG/7), (Varadero, Cuba, 23-27 October 2000).
- Reports of the Tenth and Eleventh Meetings of the CAR/SAM Regional Planning and Implementation Group (GREPECAS - /10 - /11), (Spain, 2001; Brazil 2002).

1. Introduction

1.1 The CAR/SAM Regional Planning and Implementation Group (GREPECAS), pursuant to its mandate and based on the uniform methodology adopted by the ICAO Council (see AIS/MAP/AUTO-IP/02), has been conducting periodic reviews of the deficiencies that exist in the air navigation field, in order to define and assess all of the safety implications of the deficiencies that exist in the CAR/SAM Regions. The findings of GREPECAS in this respect are periodically submitted to the ICAO Council for analysis.

1.2 GREPECAS, through Decision 9/20, agreed to make changes to its structure, thus creating the Aviation Safety Board which is responsible for the follow-up of air navigation deficiencies classified as urgent (U) in the CAR/SAM Regions. However, there are other deficiencies affecting the various air

navigation fields and which are classified as “A” and “B”, which should be followed up by the relevant Regional Offices. An updated list of the deficiencies corresponding to the ICAO South American Region is included as **Appendix A** to this working paper.

2. Discussion

2.1 In view of that stated in the previous paragraphs and in WP/1.2, where the meeting examined all of the aspects related to the non-implementation of AIS/MAP requirements contained in ICAO Annexes 4 and 15 and the CAR/SAM Air Navigation Plan which directly affect the provision by SAM States of AIS information services to users, and which may have an adverse impact on the safety of air operations, **Appendix A** to this working paper presents these deficiencies, in keeping with the standard format and procedures established by the ICAO Council for their corresponding review by the PIRGs. Consequently, it would be advisable for the meeting to examine the main AIS/MAP deficiencies, and, based on such analysis, take any required action on this matter.

2.2 In addition to that stated in the previous paragraph, the Seventh and Eighth meetings of Civil Aviation Authorities of the South American Region (RAAC/7 and RAAC/8) (Brazil, 1-3 July 2002 and Argentina, 23-25 April 2003, respectively) took note of the deficiencies by State in each of the air navigation areas, recognising the relationship between such deficiencies and safety, and, thus, the need for civil aviation administrations of the area of concern to adopt the required follow-up measures for each particular case. The directors were also informed about the new definition of “deficiency” approved by the ICAO Council (30/11/01). The aforementioned meetings emphasised the need for States to intensify their efforts to resolve deficiencies, especially those related to aspects that are critical to safety, such as controlled flight into terrain (CFIT).

2.3 The RAAC/8 meeting took note of the follow-up action taken by the SAM Office regarding Conclusion 7/13 of the RAAC/7 meeting, according to which States had to develop and forward to this Office, by 31 October 2002, an Action Plan to correct the deficiencies identified by said meeting. In this respect, it was noted that this date had elapsed and only 6 SAM States had sent their action plans. The RAAC/8 meeting studied a course of action and a common strategy to resolve the deficiencies in the SAM Region and, as accordingly, adopted Conclusion 8/10 (Regional strategy for the resolution of deficiencies), containing the procedures, mechanisms and methodologies related to this matter. In order to support this type of action and to allow AIS authorities to better prepare their implementation action plans, **Appendix B** (and its Attachment 1) are included in this working paper.

3. Suggested action

3.1 After examining the contents of this working paper, particularly the material contained in **Appendix A** to the paper, which shows the main deficiencies observed in the implementation of AIS/MAP requirements in the ICAO South American Region, the meeting is invited to take all the measures required on this matter. Likewise, it is suggested that the following conclusion be adopted:

CONCLUSION 3/1: MEASURES FOR THE ELIMINATION OF AIS/MAP DEFICIENCIES IN THE SAM REGION

That, taking into account the need for an effective implementation of the AIS/MAP requirements contained in ICAO Annexes 4 and 15 and in Document 8733 (CAR/SAM Air Navigation Plan), the AIS authorities of SAM States take the necessary steps to:

- a) establish annual work plans aimed at eliminating AIS/MAP deficiencies, in keeping with the operational requirements of the users;
- b) inform civil aviation administrations about said annual work plans, indicating the status of implementation of AIS/MAP deficiencies, and about the need to have the necessary resources to face these problems; and
- c) coordinate with the respective aeronautical authorities so as to keep the SAM Regional Office periodically informed about the progress made in the implementation and/or elimination of existing AIS/MAP deficiencies, and to that end, use the model form shown in **Appendix B** to this working paper.