

**INTERNATIONAL CIVIL AVIATION ORGANIZATION**  
**EIGHTH MEETING OF CIVIL AVIATION AUTHORITIES**

(Buenos Aires, Argentina, 23 - 25 April 2003)

**Agenda Item 7: Follow-up on the implementation of the conclusions adopted by previous RAAC meetings.**

(presented by the Secretariat)

**Summary**

This working paper contains a review of the status of implementation of the Conclusions of previous RAAC meetings, and proposes relevant courses of action for the implementation of outstanding Conclusions.

**1 Background**

1.1 According to the policy of Civil Aviation meetings of the SAM Region, actions adopted must be recorded as **Conclusions**, which call for direct attention by the States/ICAO/users.

1.2 Likewise, the meeting must review the status of implementation of the Conclusions formulated to date, so that the States may learn of the progress made and take the actions recommended for the implementation of said Conclusions.

**2. Discussion**

2.1 Based on the information available to the Secretariat, **Appendix A** contains a table with a listing of the Conclusions that were outstanding up until RAAC/7, and the corresponding action to be taken by the relevant party.

**3 Suggested action**

3.1 The meeting is invited to review Appendix A in order to update the status of implementation of the Conclusions formulated up until RAAC/7, and, if necessary, suggest the most appropriate course of action for their implementation.

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**APPENDIX A**

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

<b>Conclusions</b>	<b>Action taken</b>
5/3 <b>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>FINALIZED</b>
5/4 <b>COORDINATION BETWEEN CIVIL AVIATION AUTHORITIES AND GEOGRAPHIC INSTITUTE AUTHORITIES</b>	The States have carried out these coordinations and many of them have already published WGS-84 coordinates. <b>EFFECTIVE</b>
5/5 <b>HARMFUL PROLIFERATION OF GESs</b>	The GES are facilities subject to the establishment of institutional arrangements and; therefore, shall be considered in the studies that are being carried out by the GREPECAS and the RLA/98/003 Regional Project. <b>EFFECTIVE</b>
5/6 <b>COST-BENEFIT ANALYSIS</b>	As a result of the works carried out by the RLA/98/003 Project, States will count with a tool named Planning and Evaluation Tools (PET) to develop cost-benefit analysis and studies of business cases. <b>FINALIZED</b>
5/11 <b>REPORTING OF ATS INCIDENTS IN THE SAM REGION</b>	The IATA, airlines and States are informing the Regional Office of the ATS incidents. <b>IMPLEMENTED</b>
6/5 <b>ACCESSION TO THE REGIONAL SAFETY OVERSIGHT SYSTEM</b>	<b>EFFECTIVE</b>
6/8 <b>DEVELOPMENT OF SCENARIOS FOR THE PROVISION OF FACILITIES AND SERVICES</b>	The PET tool will be available. <b>EFFECTIVE</b>
6/9 <b>MECHANISM FOR DETERMINING THE FEASIBILITY OF CNS/ATM IMPLEMENTATION</b>	<b>FINALIZED</b> Superseded by conclusion RAAC/7 Conclusion 7/5
6/10 <b>IMPLEMENTATION OF THE REDDIG</b>	The REDDIG is in its final implementation stage. <b>FINALIZED</b>
6/11 <b>CO-ORDINATION OF TRAINING ACTIVITIES</b>	Coordination carried out and coordinated in GREPECAS restructuring and activation of the Human Resources Subgroup. <b>FINALIZED</b>
6/15 <b>SUPPORT TO THE PAN-AMERICAN CIVIL AVIATION INSTITUTE</b>	IPAC is in a stand-by position due to lack of funds. <b>EFFECTIVE</b>

<b>6/16 PERSONNEL AND FINANCIAL LIMITATIONS</b>	<b>EFFECTIVE</b>
<b>6/19 IMPLEMENTATION OF ATS INCIDENT INVESTIGATION PROGRAMMES IN THE SAM REGION</b>	Under implementation. <b>EFFECTIVE</b>
<b>6/20 IMPLEMENTATION OF AN ATS QUALITY ASSURANCE PROGRAMME</b>	<b>FINALIZED</b> Superseded by RAAC/7 Conclusion 7/15
<b>6/21 MINIMUM LEVEL OF ENGLISH REQUIRED FROM CONTROLLERS AND PILOTS</b>	<b>FINALIZED</b> Superseded by RAAC/7 Conclusion 7/12
<b>7/1 STRENGTHENING OF AIR TRANSPORTATION IN THE SOUTH AMERICAN REGION</b>	<b>EFFECTIVE</b>
<b>7/2 AVIATION SECURITY (AVSEC) COORDINATION</b>	<b>EFFECTIVE</b>
<b>7/3 MEASURES TO IMPROVE AVIATION SECURITY (AVSEC)</b>	<b>EFFECTIVE</b>
<b>7/4 SUPPORT FOR THE IMPLEMENTATION OF RNAV ROUTES</b>	Under implementation through the RLA/98/003 Regional Project mechanisms <b>EFFECTIVE</b>
<b>7/5: HIGH LEVEL REGIONAL GROUP OF EXPERTS.</b>	The Group will meet in the future, once GREPECAS delivers its first works on institutional aspects. <b>EFFECTIVE</b>
<b>7/6: PROPER IDENTIFICATION OF MULTINATIONAL FACILITIES/SERVICES IN THE FASID</b>	Through GREPECAS decision 11/62 the Institutional Aspects Task Group was requested to study this matter. <b>IMPLEMENTED</b>
<b>7/7: AGREEMENT FOR THE TECHNICAL AND ADMINISTRATIVE MANAGEMENT OF THE REDDIG</b>	Under implementation. ICAO is carrying out a new Technical Cooperation Regional Project on this matter. <b>EFFECTIVE</b>
<b>7/8: DEVELOPMENT OF A RVSM IMPLEMENTATION PLAN IN THE STATES OF THE SAM REGION</b>	Under implementation. Several States have taken action to execute this Conclusion. <b>EFFECTIVE</b>
<b>7/9: REFORMULATION OF THE RLA/00/009 REGIONAL TECHNICAL COOPERATION PROJECT OBJECTIVES</b>	The last Meeting of the Project Coordination Committee has taken into consideration the Conclusion requirement. <b>IMPLEMENTED</b>
<b>7/10: GREATER SUPPORT BY THE STATES FOR THE TASKS TO BE DEVELOPED BY GREPECAS.</b>	Although it has been noticed a tendency to a larger participation of States' specialists assigned to GREPECAS activities, it is considered that the support provided should be greater. <b>EFFECTIVE</b>

<b>7/11: COORDINATION FOR THE SUPPORT OF ICAO'S POSITION IN THE ITU CRM-2003</b>	The Regional Office is monitoring the implementation of this Conclusion together with the actions recommended by GREPECAS. <b>EFFECTIVE</b>
<b>7/12: PROPOSAL FOR THE AMENDMENT OF ANNEXES 1, 6, 10, 11 AND THE PANS-ATM CONCERNING LANGUAGE PROFICIENCY FOR RADIOTELEPHONY COMMUNICATIONS</b>	ICAO recently approved an Amendment to Annex 1 on this important issue. As Attachment 2 to this Appendix the levels of language proficiency required are enclosed. Consultations on this matter were circulated to States through Secretary General's letter AN 13/48.1-02/1 of 31 May 2002. <b>IMPLEMENTED</b>
<b>7/13 DEFICIENCIES IN THE VARIOUS FIELDS OF AIR NAVIGATION IN THE SAM REGION</b>	Five States have presented their Plans of Action. <b>EFFECTIVE</b>
<b>7/14 AERODROME CERTIFICATION</b>	In Attachment 3 of this Appendix the status of implementation of this Conclusion is shown. <b>EFFECTIVE</b>
<b>7/15: ATS QUALITY ASSURANCE PROGRAMMES</b>	Under implementation. ICAO has agreed to activate a Special Execution Project, to align the material prepared by GREPECAS under ISO 9000 standard. <b>EFFECTIVE</b>
<b>7/16 PERIODICITY OF THE CIVIL AVIATION AUTHORITIES MEETING</b>	The Regional Office has taken relevant measures to implement this Conclusion. <b>IMPLEMENTED</b>
<b>7/17 COORDINATION AMONG THE REPRESENTATIVES OF THE SAM STATES BEFORE THE ICAO COUNCIL</b>	<b>EFFECTIVE</b>

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## **ATTACHMENT 1 TO APPENDIX A**

### **CONCLUSION 5/3 COORDINATION OF THE WORK OF THE GREPECAS CNS/ATMS/IC SUBGROUP WITH THAT OF THE NATIONAL CNS/ATM PLANNING AND IMPLEMENTATION COMMITTEES**

That the Civil Aviation Authorities orient the National CNS/ATM Planning and Implementation Committees so that:

- a) their work programme will be closely attuned to the information needs of the GREPECAS CNS/ATM/IC Subgroup; and
- b) they will report periodically on the results of their CNS/ATM activities.

### **CONCLUSION 5/4 COORDINATION BETWEEN CIVIL AVIATION AUTHORITIES AND GEOGRAPHIC INSTITUTE AUTHORITIES**

That civil aviation administrations:

- a) in close coordination with the geographic institutes responsible for national cartography, establish plans for effectively implementing the WGS-84; and
- b) send in due time the implementation schedules resulting from the plans cited in the previous paragraph to the ICAO Regional Office.

### **CONCLUSION 5/5 HARMFUL PROLIFERATION OF GESs**

That, through GREPECAS, the ICAO SAM Regional Office promote:

- a) a coordinated region-wide effort to ensure that the AMSS includes the optimum number of GESs; and
- b) the means to furnish services, placing emphasis on shared facilities.

### **CONCLUSION 5/6 COST-BENEFIT ANALYSIS**

That the States of the SAM Region that have the necessary means to do so embark on cost-benefit studies using the Guide contained in ICAO Circular Letter 257 and submit the results at the coming CNS/ATM/IC/SG meetings, so that their experience may help to clarify the economic and technical aspects of CNS/ATM systems.

### **CONCLUSION 5/11 REPORTING OF ATS INCIDENTS IN THE SAM REGION**

IATA and SAM States are urged to inform the South American Regional Office in a timely manner about any ATS incidents in the Region, in order to allow the Regional Office to do their follow-up.

**CONCLUSION 6/5      ACCESSION TO THE REGIONAL SAFETY OVERSIGHT SYSTEM**

The Sixth Meeting of Civil Aviation Authorities of the SAM Region encourages the States that have not yet adhered to the Regional Safety Oversight System to do so as soon as possible, by signing the relevant agreement with LACAC.

**CONCLUSION 6/8                      DEVELOPMENT OF SCENARIOS FOR THE PROVISION OF FACILITIES AND SERVICES**

That the Regional Office, through GREPECAS, develop scenarios for the evaluation of issues related to the implementation, administration and operation of CNS/ATM systems, including their economic, institutional and political impact.

**CONCLUSION 6/9                      MECHANISM FOR DETERMINING THE FEASIBILITY OF CNS/ATM IMPLEMENTATION**

That the Regional Director of ICAO, in co-ordination with the States of the South American Region:

- a) prepare the Terms of Reference and Work Programme for the establishment of a Regional Group of high-level experts to study the feasibility of CNS/ATM implementation; and
- b) call upon the Regional Group referred to in the previous paragraph, once the work provided for in the conclusions contained in paragraph 2.32 above has been completed.

**CONCLUSION 6/10                      IMPLEMENTATION OF THE REDDIG**

In view of the economic and operational safety advantages to be derived from the prompt implementation of the REDDIG, the States of the SAM Region who have not yet done so are urged to assign high priority to their accession to the Project.

**CONCLUSION 6/11      CO-ORDINATION OF TRAINING ACTIVITIES**

That:

- a) ICAO analyse and co-ordinate the work programmes of the various groups dealing with issues related to CNS/ATM training, in order to avoid duplication of efforts; and
- b) State Members attending the meetings of the Groups mentioned in the previous paragraph co-ordinate beforehand their participation so as to derive maximum benefits from said meetings.

**CONCLUSION 6/15      SUPPORT TO THE PAN-AMERICAN CIVIL AVIATION INSTITUTE**

The Sixth Meeting of Civil Aviation Authorities of the SAM Region, recognising the need to provide management-level training to the personnel from civil aviation entities, agrees to provide its full support to the development of the activities of the Pan-American Civil Aviation Institute "Assaid Kotaite", expediting the participation of the professionals required as speakers for the courses it organises, and making use of the training programmes it fosters.

**CONCLUSION 6/16 PERSONNEL AND FINANCIAL LIMITATIONS**

To encourage States to:

- a) participate in the ICAO associated experts programme (short-term secondment of national officials, paid by the State under an agreement with ICAO, in those areas in which the Office has insufficient human resources to meet the needs of the Region; and
- b) continue supporting the meeting programme of the SAM Office and, thus, reduce their cost.

**CONCLUSION 6/19 IMPLEMENTATION OF ATS INCIDENT INVESTIGATION PROGRAMMES IN THE SAM REGION**

That:

- a) States in the SAM Region that have an ATS incident investigation programme in place do their utmost to improve the procedures used; and
- b) States that have not yet done so, establish an ATS incident investigation programme in order to determine and identify the causes of such incidents, take the necessary corrective measures, and thus avoid a decline of safety and efficiency levels.

**CONCLUSION 6/20 IMPLEMENTATION OF AN ATS QUALITY ASSURANCE PROGRAMME**

That the SAM States, with the assistance of the ICAO South American Regional Office, implement an ATS quality assurance programme and develop relevant guidance documents covering the purpose, goals, objectives and responsibilities of the programme in each State.

**CONCLUSION 6/21 MINIMUM LEVEL OF ENGLISH REQUIRED FROM CONTROLLERS AND PILOTS**

The Sixth Meeting of Civil Aviation Authorities endorses the presentation of material on a minimum level of English required from controllers and pilots to be made by the United States Federal Aviation Administration to the ICAO Air Navigation Commission for its consideration.

**CONCLUSION 7/1 STRENGTHENING OF AIR TRANSPORTATION IN THE SOUTH AMERICAN REGION**

Civil Aviation Authorities of the SAM Region are urged to:

- a) encourage cooperation between sub-regions in the field of air transportation, encouraging the integration of the Fortaleza and the Andean Community of Nations (CAN) agreements, in order to reach an agreement on increased flexibility for the South American region;
- b) encourage internal and external coordination among the bodies representing the new actors (aeronautical authorities, regulatory bodies, airport operators and airlines);
- c) promote the establishment of national strategies for implementing the agreements reached by the Ministers;

- d) provide all their support to the forum of ministers of the air transportation subsector within the framework of LACAC, as a mechanism for strengthening regional air transportation;
- e) support the coordination between the specialized bodies and any new initiatives that may arise, in order to continue supporting international cooperation and avoiding the duplication of efforts; and
- f) promote the harmonization of economic standards and regulations for air transportation, with emphasis on the development of CNS/ATM systems and the corresponding multinational services and facilities.

### **CONCLUSION 7/2 AVIATION SECURITY (AVSEC) COORDINATION**

ICAO and LACAC are urged to carry out the necessary coordination to avoid duplication of work in the AVSEC area.

### **CONCLUSION 7/3 MEASURES TO IMPROVE AVIATION SECURITY (AVSEC)**

Civil aviation authorities are urged:

- a) to the extent of their possibilities, to take action aimed at maintaining effective control systems that permit a balance between facilitation and security.
- b) for future work, to take into account the coordination and cooperation that should exist among the States of the Region, considering the economic limitations for purchasing equipment, that will permit dealing with new and emerging threats.
- c) to implement measures consistent with the level of threat of each State, taking into account that not all are in the same situation.
- d) To foster preventive measures aimed at “passenger identification”, promoting the creation of a regional database, using means such as mechanical reading or biometric identification passports.
- e) To encourage the standardization of standards at the regional level, and the exchange and/or joint acquisition of equipment.
- f) To clearly identify the training needs of States, and foster training with experts from the same region.
- g) To support the active participation of the “global aviation war risk aeronautical plan” sponsored by ICAO.
- h) Orient their representatives at the ICAO Council, in order that they act jointly when making decisions on civil aviation Security, according to the Civil Aviation interests of the SAM Region.

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**CONCLUSION 7/4 SUPPORT FOR THE IMPLEMENTATION OF RNAV ROUTES**

That the Civil Aviation Authorities of the SAM Region are encouraged to pay the highest level of support in the commitments made inside the implementation plans established by the GREPECAS mechanism and the programmed works in regards to the Regional Project RLA/98/003, in order to culminate for a successful execution of the implementation plans for the RNAV routes.

**CONCLUSION 7/5- HIGH LEVEL REGIONAL GROUP OF EXPERTS.**

That:

- a) The terms of reference and work program for the high level regional Group of experts to study the viability of the implementation of the CNS/ATM systems, that are referred in Conclusion 6/9 of the RAAC/6 Meeting are the ones indicated in the Appendix B; and
- b) The ICAO Regional Office coordinate with the States the first meeting of the Group, once GREPECAS produces the corresponding studies about the multinational installations/services.

**CONCLUSION 7/6: PROPER IDENTIFICATION OF MULTINATIONAL FACILITIES/SERVICES IN THE FASID**

That the ICAO SAM Regional Office, in order to plan better the CAR/SAM multinational facilities/services contained in the FASID, request the GREPECAS mechanism to study an appropriate way to present the multinational facilities/services in that document in order to facilitate their identification and description and the processing of future amendments affecting those multinational systems in connection with the evolution of the Air Navigation Plan.

**CONCLUSION 7/7: AGREEMENT FOR THE TECHNICAL AND ADMINISTRATIVE MANAGEMENT OF THE REDDIG**

That the Regional Project RLA/98/019 and ICAO, as the project executing organization, when drafting the REDDIG Technical Management and Administration Agreement, use the relevant parts of the guidelines on the establishment of multinational facilities and services developed by the CAR/SAM/3 RAN meeting and updated by GREPECAS.

**CONCLUSION 7/8: DEVELOPMENT OF A RVSM IMPLEMENTATION PLAN IN THE STATES OF THE SAM REGION**

SAM States are urged to elaborate a national RVSM implementation plan within the framework of the CAR/SAM Regional RVSM implementation program that contemplates the administrative, economic, institutional and technical/operative aspects required for its execution.

**CONCLUSION 7/9: REFORMULATION OF THE RLA/00/009 REGIONAL TECHNICAL COOPERATION PROJECT OBJECTIVES**

Considering the current experience acquired in the implementation of the RLA/00/009 Regional Technical Cooperation Project objectives, that ICAO and the project participating States, during the next project coordinating meeting, reformulate it to obtain the objectives that permit the States to establish the regional SBAS/GBAS augmentation plans.

**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.

**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.

**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.

**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

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- b) based on a), prepare an Action Plan and send it to the ICAO SAM Regional Office by 31 October 2002.

#### **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.

#### **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.

#### **CONCLUSION 7/16 PERIODICITY OF THE CIVIL AVIATION AUTHORITIES MEETING**

That the ICAO Lima Regional Office coordinate with the States of the Region so that the Civil Aviation Authorities Meeting be held every two years, intercalated with the biennial meetings of LACAC Assembly

**CONCLUSION 7/17 COORDINATION AMONG THE REPRESENTATIVES OF THE SAM STATES BEFORE THE ICAO COUNCIL**

That the Civil Aviation Authorities of those States of the SAM Region holding representation before the ICAO Council, encourage their representatives to carry out continued co-ordinations among them, on the various issues discussed at the Council, aimed at establishing joint positions on civil aviation matters, according to SAM States' common interests.

## ATTACHMENT 2 TO APPENDIX A

## 1.1 ICAO language proficiency rating scale: Expert, Extended and Operational Levels.

LEVEL	PRONUNCIATION ASSUMES A DIALECT AND/OR ACCENT INTELLIGIBLE TO THE AERONAUTICAL COMMUNITY.	STRUCTURE RELEVANT GRAMMATICAL STRUCTURES AND SENTENCE PATTERNS ARE DETERMINED BY LANGUAGE FUNCTIONS APPROPRIATE TO THE TASK.	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
EXPERT 6	Pronunciation, stress, rhythm, and intonation, though possibly influenced by the first language or regional variation, almost never interfere with ease of understanding.	Both basic and complex grammatical structures and sentence patterns are consistently well controlled.	Vocabulary range and accuracy are sufficient to communicate effectively on a wide variety of familiar and unfamiliar topics. Vocabulary is idiomatic, nuanced, and sensitive to register.	Able to speak at length with a natural, effortless flow. Varies speech flow for stylistic effect, e.g. to emphasize a point. Uses appropriate discourse markers and connectors spontaneously.	Comprehension is consistently accurate in nearly all contexts and includes comprehension of linguistic and cultural subtleties.	Interacts with ease in nearly all situations. Is sensitive to verbal and non-verbal cues, and responds to them appropriately.
EXTENDED 5	Pronunciation, stress, rhythm, and intonation, though influenced by the first language or regional variation, rarely interfere with ease of understanding.	Basic grammatical structures and sentence patterns are consistently well controlled. Complex structures are attempted but with errors which sometimes interfere with meaning.	Vocabulary range and accuracy are sufficient to communicate effectively on common, concrete, and work related topics. Paraphrases consistently and successfully. Vocabulary is sometimes idiomatic.	Able to speak at length with relative ease on familiar topics, but may not vary speech flow as a stylistic device. Can make use of appropriate discourse markers or connectors.	Comprehension is accurate on common, concrete, and work related topics and mostly accurate when the speaker is confronted with a linguistic or situational complication or an unexpected turn of events. Is able to comprehend a range of speech varieties (dialect and/or accent) or registers.	Responses are immediate, appropriate, and informative. Manages the speaker/listener relationship effectively.
OPERATIONAL LEVEL 4	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation but only sometimes interfere with ease of understanding.	Basic grammatical structures and sentence patterns are used creatively and are usually well controlled. Errors may occur, particularly in unusual or unexpected circumstances, but rarely interfere with meaning.	Vocabulary range and accuracy are usually sufficient to communicate effectively on common, concrete, and work related topics. Can often paraphrase successfully when lacking vocabulary in unusual or unexpected circumstances.	Produces stretches of language at an appropriate tempo. There may be occasional loss of fluency on transition from rehearsed or formulaic speech to spontaneous interaction, but this does not prevent effective communication. Can make limited use of discourse markers or connectors. Fillers are not distracting.	Comprehension is mostly accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. When the speaker is confronted with a linguistic or situational complication or an unexpected turn of events, comprehension may be slower or require clarification strategies.	Responses are usually immediate, appropriate, and informative. Initiates and maintains exchanges even when dealing with an unexpected turn of events. Deals adequately with apparent misunderstandings by checking, confirming, or clarifying.
<i>LEVELS 1, 2 AND 3 ARE ON SUBSEQUENT PAGE</i>						

**1.2 ICAO language proficiency rating scale: Pre-Operational, Elementary and Pre-Elementary Levels.**

LEVEL	PRONUNCIATION ASSUMES A DIALECT AND/OR ACCENT INTELLIGIBLE TO THE AERONAUTICAL COMMUNITY.	STRUCTURE RELEVANT GRAMMATICAL STRUCTURES AND SENTENCE PATTERNS ARE DETERMINED BY LANGUAGE FUNCTIONS APPROPRIATE TO THE TASK.	VOCABULARY	FLUENCY	COMPREHENSION	INTERACTIONS
<i>LEVELS 4, 5 AND 6 ARE ON PRECEDING PAGE</i>						
PRE-OPERATIONAL 3	Pronunciation, stress, rhythm, and intonation are influenced by the first language or regional variation and frequently interfere with ease of understanding.	Basic grammatical structures and sentence patterns associated with predictable situations are not always well controlled. Errors frequently interfere with meaning.	Vocabulary range and accuracy are often sufficient to communicate on common, concrete, or work related topics but range is limited and the word choice often inappropriate. Is often unable to paraphrase successfully when lacking vocabulary.	Produces stretches of language, but phrasing and meaning are often inappropriate. Hesitations or slowness in language processing may prevent effective communication. Fillers are sometimes distracting.	Comprehension is often accurate on common, concrete, and work related topics when the accent or variety used is sufficiently intelligible for an international community of users. May fail to understand a linguistic or situational complication or an unexpected turn of events.	Responses are sometimes immediate, appropriate, and informative. Can initiate and maintain exchanges with reasonable ease on familiar topics and in predictable situations. Generally inadequate when dealing with an unexpected turn of events.
ELEMENTARY 2	Pronunciation, stress, rhythm, and intonation are heavily influenced by the first language or regional variation and usually interfere with ease of understanding.	Shows only limited control of a few simple memorized grammatical structures and sentence patterns.	Limited vocabulary range consisting only of isolated words and memorized phrases.	Can produce very short, isolated, memorized utterances with frequent meaning and a distracting use of fillers to search for expressions and to articulate less familiar words.	Comprehension is limited to isolated, memorized phrases when they are carefully and slowly articulated.	Response time is slow, and often inappropriate. Interaction is limited to simple routine exchanges.
PRE-ELEMENTARY 1	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.	Performs at a level below the Elementary level.

*Note.—The Operational Level (Level 4) is the minimum required proficiency level for radiotelephony communication. Levels 1 through 3 describe Pre-elementary, Elementary, and Pre-operational levels of language proficiency respectively, all of which describe a level of proficiency below the ICAO language proficiency requirement. Levels 5 and 6 describe Extended and Expert levels at levels of proficiency more advanced than the minimum required Standard. As a whole, the scale will serve as benchmarks for training and testing, in assisting candidates to attain the ICAO Operational Level (Level 4).*

**ATTACHMENT 3 TO APPENDIX A  
SAM REGION  
Information provided by States**

*Last version: 31 March 2003*

<b>Aerodrome Certification at the SAM Region</b>			
<b>State</b>	<b>Implementation State of the Certification System</b>	<b>Date of Implementation</b>	<b>Comments</b>
Argentina	The CAA is preparing the structure and contents of the Basic Aerodrome Manual. The Procedure for Aerodrome Certification is also being elaborated. The CAA required the aerodrome plans and the respective regulation was also elaborated. Around 60 % of the Procedure Manual of the Certification Process was ready in December 2002 <sup>(1)</sup> .	November 2003	The Aerodrome Manual is considered the initial stage in the aerodrome certification process in order to allow the concessionaires to prepare such document in a standard format. The Aerodrome Certification Procedure encompasses areas of competence, administrative steps, inspections, etc. The time required by the concessionaire to update the aerodrome physical characteristics, limits, installations, etc, is considerable. This is the reason why the Concessionaires were already required to do so. The respective regulation of the aerodrome certification will fit in the legal requirements in order to define the responsibilities of each involved part.
Bolivia	The airports EL ALTO/La Paz, JORGE WILSTERMAN/Cochabamba and VIRU VIRU/Santa Cruz, administrated by SABSA, were certified. The airports EL TROMPILLO/Santa Cruz, JUAN AZURDUY DE PADILLA/Sucre, SALVADOR OGAYA/Puerto Suárez, COBIJA/Cobija and ORIEL LEA PLAZA/Tarija, under the AASANA administration, are in process of certification.	August 2000	Certifications of Operation were issued to SABSA airports up to 31 December 2003. There are master plans for the three airports. Inspections are carried out periodically. Regarding the airports administrated by AASANA, the process is slow due to the requirements of RFF and the elaboration of master plans.
Brazil	All the documentation is being prepared. <sup>(2)</sup>	27 November 2003	-
Chile	Around 60 % of the procedure manual for the certification process was prepared in December 2002. <sup>(1)</sup>	27 November 2003	The certification process will be started with all the required documentation.
Colombia	?	?	?
Ecuador	The Aerodrome Certification Process in terms of Regulation of Certification, Manual of Certification and Aerodrome Manual are ready and they are under revision for further approval by the Director of the CAA for their application.	September 2003	The Aerodrome Certification Process will be applied in accordance with the Regulations of the CAA (“Regulaciones de la Dirección General de Aviación Civil” – RDAC), Part 139, Aerodromes.
Guyana	Documentation is being prepared. <sup>(1)</sup>	?	?
French Guyana	?	?	?
Panama	Up to now, the CAA does not have a Certification Process implemented. Both the aerodromes and public airports have been authorized for operation. This is informed in the Aeronautical Publications of PANAMÁ (AIP – Panama). Due to the privatization process, a regulation for Aerodrome Certification has been approved according to the Resolution N° 019-JD, dated	Octubre 2003	?

Aerodrome Certification at the SAM Region			
State	Implementation State of the Certification System	Date of Implementation	Comments
Panama	26 April 1999, based on the FAA regulations (FAR 139), as a consequence of the lack of ICAO documentation. The CAA has started the revision of the regulation for Aerodrome Certification, taking into account the guidelines of the Doc 9774 (Manual on Certification of Aerodromes), in order to comply with the ICAO requirements and with the standards of the Amendment N° 4 of Annex 14. The actual regulation for aerodrome certification dates 31 May 1999. The former Directory of Civil Aeronautics (“Dirección de Aeronautica Civil”) was transformed in Civil Aeronautical Authority (“Autoridad de Aeronautica Civil”) and its main airport, “Tocumén”, was transferred to a Corporation. As a consequence, all the documentation is being revised and updated, since 22 January 2003, by a commission of representatives of several agencies. It is expected that this work will be done soon.	October 2003	?
Paraguay	?	?	?
Peru	Up to now, nine airports have been certified. The certification process of two other airports is underway.	May 1999	?
Suriname	A draft with the requirements of the aerodrome certification process was sent to interested agencies for their appreciation. These comments will be received by 31 July 2003.	August 2003	The personnel for the aerodrome certification still needs initial training on certification.
Uruguay	The Procedure Manual is already done. <sup>(*)</sup>	?	?
Venezuela	?	?	?

(1) Information obtained during mission conducted in December 2002; <sup>(2)</sup> Information obtained by e-mail. <sup>(\*)</sup> Information obtained during the AGA/AOP/SG2.

(?) No information available from the State.