



Agenda Item 1: Follow-up on 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 Civil Aviation Authorities (RAAC) meetings, and proposes relevant comments in this respect for the meeting to decide on the appropriate courses of action mainly with regard to valid conclusions.

1. Analysis

1.1 The policy of the Meetings of Civil Aviation Authorities of the SAM Region establishes that actions adopted must be recorded as **conclusions**, which call for direct attention by the States/ICAO/users. In this connection, the meeting must review the status of compliance of the conclusions considered as valid, to evaluate their status of application and determine the most appropriate actions to encourage and facilitate their application, mainly for those conclusions the Meeting might consider valid at the end of their analysis.

2. Discussion

2.1 Using the same methodology of GREPECAS mechanism, the Secretariat has studied the implementation situation of the conclusions formulated by RAAC/10 meeting, as well as those then considered valid. **Appendix A** contains completed or superseded conclusions and **Appendix B** includes valid conclusions. Taking into consideration the information in both Appendices, the following situation arises:

Completed or superseded conclusions

7/3, 9/5, 9/7, 9/9, 9/10, 9/11, 9/12, 9/13, 10/3, 10/8, 10/9, 10/10

Valid conclusions

5/4, 6/15, 6/16, 9/3, 9/6, 9/17, 10/1, 10/2, 10/4, 10/5, 10/6, 10/7

3. **Suggested action**

3.1 The meeting is invited to examine the information presented in this working paper and review the information presented in Appendices A and B, with the aim of updating the status of implementation of the conclusions formulated up to RAAC/10 meeting, proposing, as necessary, the most appropriate courses of action for their implementation.

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APPENDIX A

REVIEW OF RAAC COMPLETED OR SUPERSEDED CONCLUSIONS

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
7/3	MEASURES TO IMPROVE AVIATION SECURITY (AVSEC)	<p>Civil aviation authorities are urged:</p> <p>a) to the extent of their possibilities, to take action aimed at maintaining effective control systems that permit a balance between facilitation and security.</p> <p>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.</p> <p>c) to implement measures consistent with the level of threat of each State, taking into account that not all are in the same situation.</p> <p>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</p>	States are making progress in the application of the Conclusion. ICAO facilitates courses oriented towards the training of AVSEC Officials, through the workshops offered within the National Civil Aviation Security Programme (NCASP).	States	Completed		Undefined

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		<p>passports.</p> <p>e) To encourage the standardization of standards at the regional level, and the exchange and/or joint acquisition of equipment.</p> <p>f) To clearly identify the training needs of States, and foster training with experts from the same region.</p> <p>g) To support the active participation of the “global aviation war risk aeronautical plan” sponsored by ICAO.</p> <p>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.</p>					
9/5	EXCHANGE OF SECONDARY RADAR DATA	That the SAM States assign high priority to the exchange of SSR radar data among adjacent ATC units and develop the necessary bilateral agreements on this matter.	GREPECAS has elaborated “Initial Regional Guidelines for radar data sharing in the CAR/SAM Regions”. In addition, it elaborated tables with “Information required on secondary surveillance radar (SSR) for radar data sharing“ and “Information required on the data processing of radar	ICAO Regional Office	Completed		December 2010

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			<p>data sharing”. As part of RLA/06/901 project, the interconnection of automated systems between adjacent ACCs is scheduled, which includes the exchange of radar data. To orient States towards this implementation, projects RLA/98/003 and RLA/06/901 elaborated, within their automation activities and following GREPECAS guidelines, an Interface Control Document (SCID), an initial interconnection plan for automated systems, and a SAM automation requirements document. Radar data exchange trials have been carried out between the new Maiquetia ACC and the Manaus ACC, with a successful result. For the holding of this trial, the necessary technical coordinations were made for its implementation.</p>				

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/7	SUPPORT TO THE ACTIVITIES FOR THE AUTOMATION OF THE AIR NAVIGATION SYSTEM	That SAM States give all the necessary support to ICAO activities related to the automation of the air navigation systems, so as to encourage SSR data sharing among automated ATC systems, in order to improve the efficiency of operations and obtain the necessary experience for the implementation of a future regional surveillance data integration system.	RLA/06/901 project and SAM Implementation Group (SAM/IG) meetings have obtained important progress on this topic.	ICAO Regional Office Office	Completed		Deembe 2009
9/9	EXCHANGE OF INFORMATION ON OPERATIONAL DIVERSIONS AMONG SAM STATES	That, in order to reduce risk factors in the Region, the SAM States exchange all information related to operational diversions by foreign crews and the recommendations formulated during the process of investigation of the event with the State of Registry of the aircraft involved.	Operational diversions have been analyzed within the Scrutiny Group. GREPECAS Conclusion 15/36 urges States to implement the error prevention programme within the adjacent ACC coordination cycle, where it is required that, among other things, States share the information and meet bilaterally to develop solutions to the identified operational diversions.	ICAO Regional Office	Completed		Undefined

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/10	RESOLUTION OF URGENT DEFICIENCIES	That SAM States: a) Send to the ICAO SAM Regional Office, no later than 20 July 2005, the corresponding action plans to resolve the U deficiencies registered in the GREPECAS database; b) Consider two years as the deadline for resolving the deficiencies mentioned in the previous paragraph; and c) Review the compliance of this conclusion at the next RAAC meeting.	Superseded by Conclusion RAAC 10/7	Civil aviation authorities	Superseded		June 2007
9/11	UPDATING OF DEFICIENCIES VIA THE INTERNET	That the States make regular use of the procedure circulated by the ICAO SAM Regional Office in letters LT 1/19 SA1061 and LT 1/19 SA118 of 28 October and 13 December 2004, respectively, for the display and update of the deficiencies contained in the regional database.	In follow-up to GREPECAS Conclusion 14/59 - National Coordinator Responsible for updating the GREPECAS Air Navigation Deficiency Database, considerable improvement has been obtained.	Civil aviation authorities	Completed		Undefined

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
9/12	RECOVERY OF THE COST OF MET SERVICES	<p>That the States, in coordination with the meteorological authorities, and taking into account the guidance material contained in ICAO Docs. 9161 and 9562:</p> <p>a) Establish a national method for the recovery of the cost of aeronautical meteorological services provided in their territory, through charges for air navigation services; and</p> <p>b) Include the costs associated with the reception and provision of WAFS products, especially the charges for the replacement or improvement of the WAFS workstations and software required for the transition to WAFS products with GRIB and BUFR codes, and the improvement and maintenance of the VSAT/ISCS1 workstation.</p>	<p>In most States the charges from air navigation services are captured by the Treasury</p>	Civil aviation authorities	Completed		Undefined

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9/13	<p>STUDIES FOR THE IMPLEMENTATION OF CNS/ATM TECHNOLOGY WITHIN THE FRAMEWORK OF THE ATM OPERATIONAL CONCEPT</p>	<p>That the States: a) in order to foster the implementation of CNS/ATM systems, in keeping with the guidelines of Resolution A35-15 of the ICAO Assembly, dealing with the gradual implementation of CNS/ATM systems applying the ATM operational concept, should start feasibility studies aimed at the implementation of air traffic flow management (ATFM) in the region, as a first step; and b) give more support to the activities of regional technical cooperation project RLA/98/003 or other projects that could be implemented on this matter, in relation to the study of scenarios and the establishment of administrative agreements for the implementation of future multinational organisations responsible for managing multinational facilities/services for the provision of air navigation services.</p>	<p>The new RLA/06/901 technical cooperation Project assists SAM States towards the implementation of an ATM system with views to the global ATM.</p>	<p>ICAO Regional Office</p>	<p>Completed</p>		<p>Undefined</p>

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10/3	PARTICIPATION OF THE REGION IN WHTI/GEASSA ACTIVITIES	That, a) civil aviation administrations of the Region support GEASSA activities; and, b) the ICAO South American Regional Office participate actively by submitting regional projects for implementation by GEASSA.	The WHTI/GEASSA Group has been disbanded.	Civil aviation authorities/ICAO Regional Office	Completed		Undefined

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
10/8	<p>GREPECAS GUIDANCE MATERIAL FOR THE IMPLEMENTATION OF MULTINATIONAL FACILITIES</p>	<p>That the aeronautical authorities of the SAM Region consider that:</p> <p>a) The guidance material recommended in GREPECAS Conclusion 14/5 should be used to analyse the implementation of a South American Multinational Regional Organisation to consolidate/manage/implement multinational facilities;</p> <p>b) ICAO, in coordination with the States, and taking into account GREPECAS Conclusion 14/6, prepare a draft document defining a regional technical cooperation project for implementing the aforementioned mechanism; and</p> <p>c) ICAO coordinate with the States the holding of the first meeting of the High-Level Panel to examine the material contained in the agreement for the establishment of the regional mechanism, as well as the draft regional technical cooperation project document for its implementation. Based on the results of said meeting, the States, in coordination with ICAO, should consider convening a Diplomatic Conference or other appropriate event to formalise the corresponding documents for the implementation of the regional mechanism.</p>	<p>Actions required have been taken and corresponding information will be presented at RAAC/11 meeting</p>	<p>Civil aviation authorities/ICAO Regional Office</p>	<p>Superseded</p>		<p>Undefined</p>

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
10/9	AMENDMENT TO THE WORK PROGRAMME OF THE HIGH-LEVEL PANEL	<p>Replace Tasks 2 and 4 of the Work Programme of the High-Level Panel with the following:</p> <p>a) Based on the multinational facilities identified by GREPECAS and in line with the interests of the States, consider the financial issues related to their implementation; and</p> <p>b) Taking into account the guidance material prepared by GREPECAS on the establishment of a Multinational Regional Organisation as the most effective way of consolidating/implementing/managing multinational facilities, consider the most appropriate mechanism for their implementation.</p>	Pertinent actions have been taken	GREPECAS	Superseded		Undefined

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
10/10	BEGINNING OF ACTIVITIES UNDER PROJECT RLA/06/901	Taking into account the importance of continuing implementation of CNS/ATM technologies with a view towards a regional ATM system: a) the States of the Region that have confirmed their interest to participate in regional project RLA/06/901 are urged to respond to letter SA5209 of 21 March 2007; b) the States that have not done so yet, are urged to consider their participation in the project.	The Project has initiated its activities	Civil aviation authorities	Completed		Undefined

APPENDIX B

REVIEW OF RAACVALID CONCLUSIONS

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
5/4 A, D	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.	States have been making these coordinations and many have already published WGS-84 coordinates. Some States' implementation schedules have not been received	Corresponding States, geographical institutes	Valid	Effective implementation of WGS-84	Undefined
6/15 D	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 "Assad Kotaite", expediting the participation of the professionals required as speakers for the courses it organises, and making use of the training programmes it fosters.	To date, no training courses have been implemented within the IPAC framework, therefore, no request has been made regarding participation of professionals as speakers.	States, IPAC	Valid		Undefined

ICAO strategic objectives:

A: Safety - Enhance global civil aviation safety

B: Security - Enhance global civil aviation security

C: Environmental Protection - Minimize the adverse effect of global civil aviation on the environment

D: Efficiency - Enhance the efficiency of aviation operations

E: Continuity - Maintain the continuity of aviation operations

F: Rule of Law - Strengthen law governing international civil aviation

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6/16 D	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.	States are collaborating with the Regional Office in providing experts as well as supporting the meetings/seminars/ workshops programme.	ICAO Regional Office	Valid	Enough human and financial resources to face Region's current requirements	Undefined
9/3 A	SUPPORT TO THE ACTIVITIES OF THE REGIONAL SAFETY OVERSIGHT COOPERATION SYSTEM	Recognising the benefits of the SRVSOP, the civil aviation authorities of the Region are urged to: a) continue supporting the efforts being made, together with ICAO and LACAC, to achieve the objectives set forth by the Regional Safety Oversight System b) do their utmost to adopt the LARs once they have been approved by the General Board of the System.	The SRVSOP General Board has defined the scope of the terms "harmonization" and "adoption" to achieve a better understanding on the compromises assumed by States within the regional integration process for the establishment of a safety oversight regional mechanism. The support of States to SRVSOP has been evident, nevertheless, still pending is the formalization and effective implementation of reciprocal agreements regarding the compromise towards regional harmonization. Conclusion 9/3 should be revised in the light of the SRVSOP General Board's latest agreements.	States	Valid	SRVSOP objectives completion	Undefined

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9/6 D	DIAGRAMME OF SSR COVERAGE AT FL250	That all SAM States that had a secondary surveillance radar system installed along their geographic boundaries, send to the SAM ICAO Office the SSR coverage diagramme obtained from flight testing operations or calculated at 25,000 feet (FL 250), and complete the information in the table shown in Appendix A before 30 June 2005.	The ICAO Regional Office received information from Brazil only regarding SSR radar coverage at FL250 along its geographical borders. The diagramme prepared by said administration, shows in detail all SSR radar locations and their coverage for 25 000 ft levels along its entire frontier. States should send the information required as soon as possible.	States	Valid	Secondary radar surveillance coverage in the Region correctly defined	30 June 2005
9/17 D	ESTABLISHMENT OF WORKING GROUPS AMONG STATES, AIRPORT OPERATORS AND INTERNATIONAL ORGANIZATIONS	Civil Aviation Authorities are encouraged to establish working groups with airport operators IATA and AITAL, aimed at analyzing costs' systems and other aspects of mutual interest, with the purpose of improving the efficiency of aeronautical operations.	It is expected that States inform on the actions taken to comply with this conclusion.	ICAO Regional Office	Valid	Costs' systems and other aspects of mutual interest updated	Undefined
10/1 F	SUBSCRIPTION OF CERTIFICATION RECOGNITION AGREEMENTS	States are urged to facilitate the subscription of certification recognition agreements and to continue making efforts to harmonise and/or adopt* standards and procedures, as a means to strengthen regional safety oversight activities and to avoid duplication of efforts. <i>* For purposes of all the work to be carried out under the SRVSOP within the framework of the "harmonisation" and "adoption" of LARs, the General Board defined the scope of these terms as follows: Harmonisation: Harmonisation is understood to be</i>		Civil aviation authorities	Valid	SRVSOP standards and procedures harmonized and adopted	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
		<p><i>the set of reforms that must be introduced by the member States of the Regional System in their national regulations and procedures, based on the LARs and related documents, in order to achieve, within a period of time defined by each State and reported to the General Board, an environment in which all States have similar requirements and conditions for the issuance of a certification or aeronautical license, and thus a single certification issued by any Aeronautical Authority of an SRVSOP member State would be acceptable to the other member States. Additional requirements may be established, provided they are reported to other States through an Appendix to the LAR, for consultation by any Aeronautical Authority of the SRVSOP member States at the time of issuing a certificate in this harmonised environment.</i></p> <p><i>Adoption: Adoption is understood to be the set of reforms that must be introduced by the members of the Regional System in order to accomplish, in a period of time defined by the General Board, and in an absolutely voluntary fashion, a harmonised environment, without any additional requirements.</i></p>					
10/2 A	ESTABLISHMENT OF WORKING GROUPS BY THE STATES	That SAM States consider the establishment of working groups to create the conditions for SMS implementation, in keeping with each Annex.	Some States have yet to send information on the establishment of SMS Working Groups	Civil aviation authorities	Valid	SMS implemented	Undefined
10/4 F	IMPORTANCE OF AN APPROPRIATE MANAGEMENT OF ARTICLE 83 Bis	That, in order to increase the level of safety oversight, adequate information on the obligations derived from the agreements under Article 83 Bis should be made available by civil aviation administrations of the Region to the other States, including, insofar as possible, information on the procedures applied to ensure compliance of safety oversight obligations.	Some administrations have yet to make available to States the information on applicable procedures	Civil aviation authorities	Valid	Obligations derived from Art. 83 bis available to other States of the Region	Undefined

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
10/5 A	SAFETY ROADMAP	<p>That the States:</p> <p>a) support the activities of the ICAO Regional Office as coordinator for pooling efforts around the Safety Roadmap; and</p> <p>b) to the extent possible, disseminate the contents of the Roadmap among the aviation community.</p>	This topic will be examined during RAAC/11 meeting	Civil aviation authorities	Valid	Safety roadmap supported by States and disseminated to aeronautical community	Undefined
10/6 A, D	GRADUAL IMPLEMENTATION OF GNSS TECHNOLOGY	<p>In order to implement ATM improvements and obtain benefit for air operations as a result of the progressive use of GNSS technology, the States are urged to:</p> <p>a) update/develop air navigation plans, taking into account ICAO Global Air Navigation Plan;</p> <p>b) begin Performance Based Navigation (PBN) implementation, taking into account the GNSS as the main system to satisfy PBN roadmap requirements, recommended by GREPECAS (Con. 14/46);</p> <p>c) in coordination with the ATM community, develop plans to phase-out elements of the conventional radio aid system, providing for a backup system for GNN-based navigation applications; and</p> <p>d) to the extent necessary during the transition, consider the implementation of GNSS monitoring capabilities.</p>	Tasks on this matter are being developed within the framework of SAM Implementation Group (SAM/IG) meetings. Regional air navigation plans are being updated on the basis of the new global air navigation plan, action plans have been elaborated for PBN implementation and gradual deactivation of NDB stations has started.	Civil aviation authorities	Valid	GNSS technology implemented in such a manner as to respond to requirements of the Region	December 2010

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10/7 A	CORRECTION OF "U" DEFICIENCIES BY 31 DECEMBER 2007	<p>That SAM States:</p> <p>a) Correct "U" deficiencies by 31 December 2007, in keeping with GREPECAS Conclusion 13/92 and ALLPIRG Conclusion 5/15, respectively.</p> <p>b) Be aware that, as of 31 December 2007, ICAO will apply last resort actions pursuant to GREPECAS Conclusion 13/92 in cases where "U" deficiencies have not been corrected.</p>	Some States have yet to comply with the definite correction of "U" deficiencies.	Civil aviation authorities	Valid	"U" deficiencies corrected	31 December 2007