



Agenda Item 1: Follow up to conclusions and decisions adopted by SAM/IG meetings, results of the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17) and progress in the development of the new electronic Air Navigation Plan (e-ANP)

Results of the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17)

(presented by the Secretariat)

SUMMARY	
This working paper presents the main results of the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17).	
REFERENCES	
<ul style="list-style-type: none">• Report on the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17 from 21 to 25 July 2014)	
<i>ICAO strategic objectives:</i>	<i>A – Safety</i> <i>B – Air navigation capacity and efficiency</i> <i>E – Protection of the environment</i>

1 Introduction

1.1 The Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17) was carried out in Cochabamba, Plurinational State of Bolivia, from 21 to 25 July 2014, on the premises of the National Institute of Civil Aviation (*Instituto Nacional de Aviación Civil* - INAC).

1.2 The GREPECAS/17 Meeting was attended by 103 participants from 17 States/Territories of the CAR/SAM Regions and Observers from 8 International Organizations. 12 conclusions and 4 decisions were taken.

1.3 The GREPECAS/17 Meeting represents the first meeting under the new organization based on programmes and projects. The agenda of the meeting deal the following main items: Intra Regional and Inter Regional Global Air navigation activities, Framework of performance for the planning and implementation of air navigation at regional level: Review of programmes and projects, and deficiencies of air navigation in the CAR/SAM Regions.

2 Analysis

2.1 With the purpose that the SAM/IG Group could follow-up the results of the GREPECAS/17 Meeting as well as analyze the impact of SAM activities, a summary of the main agenda items follows. The complete report of the GREPECAS/17 Meeting can be downloaded from http://www.icao.int/SAM/Pages/ES/GREPECAS_Meetings_ES.aspx?year=2014:

- Global intra-regional and inter-regional air navigation activities
- Framework of performance for the planning and implementation of the air navigation at regional level: Review of the programmes and projects.
- Air navigation deficiencies in the CAR/SAM Region

Global intra-regional and inter-regional air navigation activities, Air navigation deficiencies in the regions

2.2 Under this Agenda item the Meeting discussed the main aspects that the SAM/IG Group should analyze to verify if modifications or the introduction of new tasks in the SAM/IG Group activities are required.

Results of the 38th Session of the ICAO Assembly (A38) Concerning Air Navigation Aspects and Their Impact on Regional Air Navigation Planning and Implementation Activities

2.3 With reference to the results of the 38th Session of the ICAO Assembly concerning air navigation aspects, particularly Resolutions A38-2, A38-6, A38-8, A38-11, and A38-12, The Meeting analyzed their impact on air navigation planning and implementation activities in the CAR/SAM Regions formulating Conclusion 17/6: Follow-up on the implementation of A38 resolutions regarding air navigation, agreeing the following actions for the CAR/SAM States to take:

- a) Proceed to amend their national air navigation plans, taking into account the new Global Air Navigation Plan (GANP-fourth edition) and the regional performance-based implementation plans, aligned with the NAM/CAR and SAM ASBUs;
- b) Inform the respective ICAO NACC and SAM Regional Offices, no later than 15 September 2014, the names and contact information (telephone, e-mail) of the focal points designated to coordinate with ICAO and the national bodies responsible for managing the radio frequency spectrum with a view to supporting the ICAO position at the ITU WRC-15;
- c) Use ICAO standardized phraseology in all situations for which it has been specified and promote the use of the ICAO Aviation English Language Test Service (AELTS) to verify language proficiency testing instruments;
- d) proceed with publishing any significant differences in their Aeronautical Information Publication (AIPs) and use the Electronic Filing of Differences (EFOD) system to notify differences to ICAO; and
- e) take note of the criteria of the permanent declaration of Resolution A38-12 and take them into account in the planning, establishment, and operation of air navigation services.

Follow-up on the development of Regional Performance Dashboards

2.4 The Meeting agreed to approve the form submitted by the Secretariat on the indicators and goals established in the *Bogota* and *Port-of-Spain Declarations*, which was enclosed as Appendix A to the final Report on the Agenda item 3 of GREPECAS/16, and would be subsequently submitted to the ICAO Air Navigation Commission. In this respect Conclusion 17/7 *Approval of the form to follow-up on the progress on indicators and targets for the CAR/SAM Regions* was formulated.

New electronic Regional Air Navigation Plan (eANP) Template and Amendment Procedure

Regarding this topic, detailed information is provided in WP/04 of this Meeting.

Information on the Revision of the Regional Supplementary Procedures (Doc 7030)

2.5 The Meeting took note that the new Edition of Doc 7030 will be issued next year and that the PIRG will have the opportunity to review the SUPPs application areas as well as determine if additional amendments are required. The application areas of the SUPPS in the CAR and SAM Regions will be combined in a single application area: CAR/SAM.

Regional Performance-Based Air Navigation Plans

2.6 The Meeting took note of the *Regional Performance-Based Air Navigation Implementation Plan for Regions NAM/CAR RPBANIP*) Version 3.1, and of the *SAM Performance-Based Air Navigation Implementation Plan* (SAM PBIP) (Version 1.4) both aligned with ICAO ASBU methodology.

2.7 Based on the above, and taking into account the upcoming drafting of the eANP, the Meeting considered that the RPBANIP and SAM PBIP planning and implementation elements should be included in the e-ANP, Volume III. Accordingly, it formulated the Conclusion 17/8 *Inclusion of regional performance-based implementation plans in the new air navigation (eANP)*.

New MEVA III REDDIG III interconnection:

2.8 In this respect, the Meeting analyzed the following main aspects of the new MEVA III REDDIG III interconnection, radar data exchange and the AIDC implementation.

2.9 In order to coordinate the final activities required for the implementation of the MEVA III - REDDIG II interconnection, revise the Memorandum of Understanding, and implement new services through the interconnection it would be advisable to hold a MEVA III-REDDIG II coordination meeting during the first semester of 2015.

Radar data exchange:

2.10 Several coordination and planning activities have been carried out between adjacent CAR and SAM States, specifically between Curacao and Trinidad and Tobago with Venezuela. However, actions have not been implemented on a timely basis and coordination needs to continue in order to expedite these actions.

AIDC implementation:

2.11 Taking into account the work being done under the GREPECAS D Programme in the CAR and SAM Regions regarding AIDC implementation, the Meeting endorsed the analysis for application of the PAN AIDC ICD in the CAR/SAM Regions for current and future interface using the AIDC protocol, formulating the Conclusion 17/9: *Activities for a consolidated interface control document (ICD) for AIDC implementation in the CAR and SAM Regions.*

CARSAMMA activities

2.12 The Meeting noted that some Area Control Centres (ACCs) had implemented automated transfers but a coordination problem still existed that was not reflected in the Letters of Operational Agreement between adjacent FIRs, reception of flight plans, flight plan duplication, or lack of aircraft altitude specifications (climb/descent) for handover purposes. Likewise, the absence of control transfer had increased significantly, generating a serious loss of situational awareness at the expense of safety.

2.13 The Meeting identified the quality of the data of the LHD reports sent to the CARSAMMA by the States is deficient. For this reason, a high percentage of LHD (58%) cannot be used in the calculations of safety assessment, due to the lack or inaccuracy of the information inserted in LHD form, this lack of quality in the data sent to the CARSAMMA causes that it starts a process of investigation and clarification of the data which, as a consequence, increases the workload throughout the process, and generates delay in the validation of the LHD in this regard the Meeting considered as immediate action to divide the teleconferences of the GTE to perform validations of the LHD CAR and SAM respective Region, and draft a project whose objective is to achieve a sustainable solution to mitigate the problems of air traffic movements and LHD data including tasks for the redistribution of work, reduce the time for the validation of the LHD and maintain a more efficient follow-up to the quality of the data.

2.14 The Meeting was informed that after the analysis of all LHD reports, CARSAMMA and the GTE noticed that 94% of the LHDs reported are due to human factors during ATC-to-ATC transfer or control responsibility coordination errors.

2.15 Finally, the Meeting approved the use of a *Manual-Guide on evaluation of major deviations of altitude* (LHD) based on an SMS, which is presented as Appendix B of question 3 of the final report of GREPECAS/17, being formulated in this respect the Conclusion 17/10 *Manual-Guide on the Assessment of Large Height Deviation (LHDs) with SMS methodology for the evaluation of the LHD reports.*

States-Industry Collaborative Process for the CAR and SAM Regions

2.16 The Meeting evaluated the advantages of incorporating a collaborative State - Industry process for decisions making that could serve as a mechanism to define the necessary steps to implement short and medium-term operational capabilities that are already defined in the regional plans. In this sense the Meeting agreed that those regional groups of execution, the SAM/IG and the ANI/WG could analyze the best options for the proposed framework, approve the coordinated approach for the Pan American Region and present any suggestion further to the CRPP.

2.17 In this SAM/IG Meeting, delegates from IATA y RTCA will introduce a methodology to implement operational capabilities within a State - Industry collaborative environment.

Regional air navigation planning and implementation performance framework: Review of programmes and projects

2.18 The Meeting took note on the progress of GREPECAS Programmes and Projects activities. Detailed information can be found of GREPECAS/17 final report, Agenda Item 4 and Appendixes A to G. In this Meeting updated information on PBN, ATFN, Automation and ATN Architecture is presented.

Air Navigation Deficiencies in the CAR/SAM Regions

2.20 Under this Agenda Item, after analyzing the data base of the deficiencies, the Meeting agreed that the ICAO uniform methodology for the identification, assessment and notification of deficiencies in the navigation presented many improvement opportunities and that, in recent years, ICAO has implemented a series of management tools that could justify the need to review the effectiveness of this program in detail and decided to adopt the Conclusion 17/12 *Revision of the ICAO uniform methodology for the identification, assessment and notification of deficiencies in air navigation*.

3 Suggested action

The Meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) analyze aspects listed in section 2 of this working paper and its impact in the SAM/IG group activities; and
- c) discuss any other related issues it may deem appropriate.

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