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International Civil Aviation Organization
South American Regional Office
Fourth Meeting of Air Navigation and Flight Safety Directors of the SAM Region
(Lima, Peru, 2 to 4 October 2017)

Agenda Item 4: Follow-up to GREPECAS and RASG-PA activities

FOLLOW-UP TO GREPECAS ACTIVITIES

(Presented by the Secretariat)

SUMMARY

This working paper presents general information on the organisation of GREPECAS and the difficulties encountered for the conduction of the activities contemplated in its projects.

REFERENCES

- Doc 9543 - Report of the CAR/SAM/2 RAN meeting (Santiago, 2-19 May 1989);
- Report of the GREPECAS/10 meeting (Las Palmas, Canary Islands, Spain, 23-27 October 2001);
- Report of the GREPECAS/16 meeting (Punta Cana, Dominican Republic, 28 March - 1 April 2011); and
- Report of the Fourth meeting of the GREPECAS Programmes and Projects Review Committee (Lima, Peru, 12-14 July 2016).

ICAO strategic objectives:	*A - Safety* *B – Air navigation capacity and efficiency*

1. Introduction

1.1 The CAR/SAM Regional Planning and Implementation Group (GREPECAS) was established following a recommendation of the Second Regional Air Navigation Meeting, held in 1989 in Santiago, Chile.

1.2 To date, 17 meetings have been held, the first in 1991, in Caracas, Venezuela. Since then, GREPECAS has gone through different phases, first engaging in the planning of air navigation services within the context of the new CNS/ATM systems concept endorsed by ICAO, and subsequently, starting at its tenth meeting, after its restructuring, steering its efforts towards strengthening and modernising its planning efforts, facilitating implementation by States, achieving greater effectiveness in the resolution or reduction of deficiencies, and in general, achieving greater effectiveness.

1.3 The GREPECAS/16 meeting restructured GREPECAS, adopting a work methodology and a new organisation based on programmes and projects. Accordingly, it disbanded its contributory bodies, the AERMET, AGA/AOP, AIM and CNS/ATM Subgroups and their respective task forces.

1.4 The restructuring was aimed at improving effectiveness in order to achieve more tangible/measurable and performance-based results; improve efficiency by reducing the time required for obtaining approvals, actions and results; improve internal coordination amongst the different bodies, participants and responsibilities; adopt a project management methodology; reduce costs by reducing the number of face-to-face meetings, reducing their duration, and holding more remote meetings, teleconferences and mail communication.

1.5 The new organisation of GREPECAS contemplates eight programmes covering the AGA, AIM, ATM, CNS, and MET areas, and which are aligned with the ATM concept of operations, the global air navigation plan, and the CAR and SAM performance-based implementation plans.

1.6 Each programme has an ICAO coordinator in the CAR Region and an ICAO coordinator in the SAM Region. Programme coordinators are the Regional AGA, AIM, ATM, CNS, and MET Officers of the ICAO NACC and SAM Offices.

1.7 For all the programmes, except one, associated projects have been defined, covering all the activities of the Subgroups that were left pending or had been planned for the short and medium term, both for the CAR and the SAM Regions. These projects reflect the performance-based implementation plans defined in the CAR and SAM Regions.

1.8 Project coordination, as well as the execution of tasks, is under the responsibility of experts from the States of the Region, which should provide the necessary support by seconding the experts, releasing them from regular tasks and providing financial support during the time needed for achieving the expected results of the projects. Each project has a coordinator, who is an expert from the States of the Region, designated by the State through its aeronautical authority.

1.9 GREPECAS meetings are held every three years, shortly after the ICAO Assembly session, in order to receive the necessary guidance based on Assembly resolutions. Between meetings, the GREPECAS work programme is led by the Programmes and Projects Review Committee (PPRC), which will also prepare the GREPECAS annual reports to be approved by GREPECAS using the “fast-track” procedure, and then submitted by the Secretariat to the Air Navigation Commission (ANC), for subsequent submission to the Council, if appropriate.

1.10 The PPRC is the contributory body of the GREPECAS organisation, based on programmes and projects, whose main functions are to lead programme and project activities, including the addition and elimination of programmes and projects, the approval of programme and project results, and the monitoring of deficiencies.

1.11 So far, the programme and project-based GREPECAS organisation has held 4 PPRC meetings and the GREPECAS/17 meeting.

2 Discussion

2.1 At present, work is being carried out in 7 of the 8 programmes identified by GREPECAS/16. The only programme that has not started its activities is the SAR programme, but that does not mean that this area is not being addressed at regional level. The programmes that are underway are: Programme A - PBN, Programme B - ATFM, Programme C - ATM Automation and situational awareness, Programme D - Ground-ground and ground-air communication infrastructure, Programme F - AGA, Programme G - AIM, and Programme H - Aeronautical meteorology (MET).

2.2 The **Appendix** to this working paper contains a diagram that illustrates the organisation of GREPECAS with the programmes and projects in the SAM Region and the names of programme and project coordinators.

2.3 The progress made in the implementation of most project activities in the SAM Region is described in the working papers of the Secretariat presented under agenda item 1.

2.4 The last meeting of the GREPECAS mechanism was PPRC/4. The GREPECAS/18 meeting was scheduled for July 2017 in Mexico City, but due to sponsorship difficulties experienced by the host country, it was postponed for 19-23 February 2018 in the Dominican Republic.

2.5 In addition to the analysis of the progress made in the execution of projects, the PPRC/4 meeting took note of the difficulties that hindered further progress. The difficulties encountered in each of the projects of the GREPECAS programmes for the SAM Region are summarised below.

PBN programme

2.6 The PBN implementation project reported difficulties in finding PBN procedure designers in 14% of the States; difficulties in project management for achieving the goals in 28% of the States; and 14% of States had interrupted the TMA PBN design project to meet the needs of other ATS projects.

ATFM programme

2.7 It was noted that the NOTAM, due to its nature, was a static tool that should not be applied as a tactical ATFM measure, since it depended on the specific operational scenario and should be flexible and applied to the extent necessary. The tactical measures that should be implemented, as needed, are those specified in the ICAO ATFM Manual.

ATM automation and situational awareness programme

2.8 Although many SAM States have established and signed MoUs for the exchange of radar and flight information data since 2009, most of these have not been implemented, mainly because some States are not flexible in the use of communication protocols for the implementation of radar data exchange using a single solution. Likewise, in terms of the exchange of flight data information (AIDC), although the connection between ATM automated systems of the ACCs of the Region has been accomplished, and the scheduled operations have been carried out, these have remained at the pre-operational level for a long time, waiting for a decision to migrate to the operational phase.

Ground-ground/air-ground communication infrastructure programme

2.9 Unfortunately, given the extensive areas covered by this Programme, the limited resources, and the scarce participation by experts, the actions taken have not been as effective as expected, and therefore its implementation period has been extended.

Aerodromes programme

2.10 Progress in AGA project activities has been limited, due to lack of qualified experts, lack of human and financial resources allocated by States, the setting of goals based on regional indicators rather than goals by State, and the impact of progress by each State on this indicator.

AIS programme

2.11 Most States have not completed the implementation of e-TOD for Area 2 on 12 November 2015. States must be aware that non-compliance with the standard has now become a deficiency for those States that have not completed its implementation.

2.12 Regarding AIM/QMS implementation, there are problems with top management at the time of certifying quality management systems in the States. Top management involvement in obtaining the quality certification for systems and processes contributes to the elimination of management barriers that delay implementation. The AIM section in some States has completed AIM/QMS implementation but faces administrative and budgetary difficulties for certification of the quality system.

MET programme

2.13 Header errors and message delays persisted during volcanic ash SIGMET exercises. Changes made to standard ISO 9001 in September 2015 entail a reformulation of implementation plans in States that are still pending implementation, and a review of the MET/QMS already implemented to adjust it to the new requirements. Another issue is budget availability for hiring certifying companies for the certification of the implemented MET/QMS, and there is still opportunity for increasing efficient availability of OPMET data in some States of the Region.

3 Suggested action

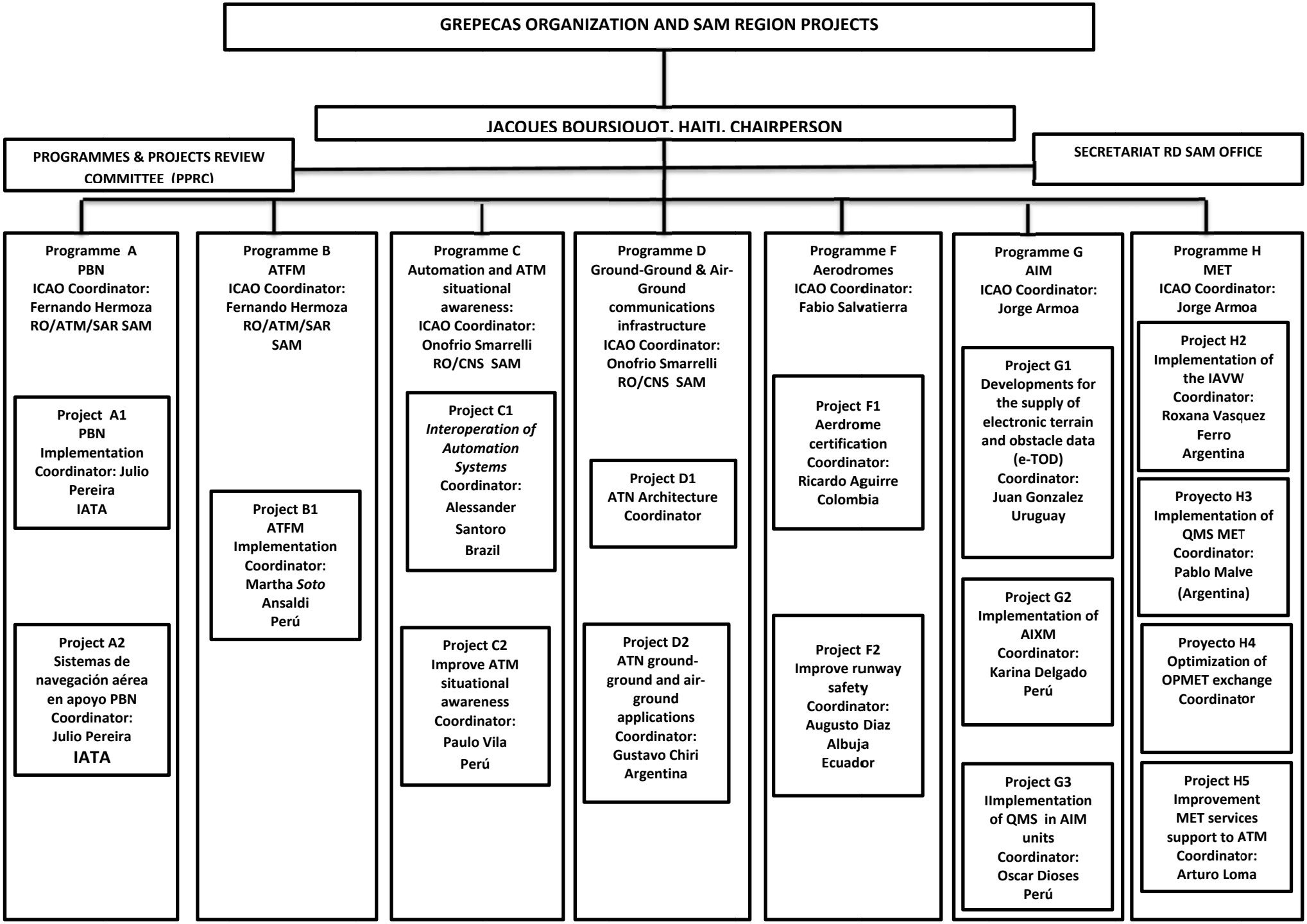
3.1 The Meeting is invited to:

a) take note of the information presented in this paper;

b) analyse the difficulties encountered in the execution of activities under GREPECAS projects and take action to increase the support and attention by States to the implementation of GREPECAS project activities; and

c) review other related aspects it may deem appropriate.

- END -


GREPECAS ORGANIZATION AND SAM REGION PROJECTS
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PROGRAMMES & PROJECTS REVIEW COMMITTEE (PPRC)
SECRETARIAT RD SAM OFFICE
Programme A
PBN
ICAO Coordinator:
Fernando Hermoza
RO/ATM/SAR SAM
Project A1
PBN
Implementation
Coordinator: Julio Pereira
IATA
Project A2
Sistemas de navegación aérea en apoyo PBN
Coordinator:
Julio Pereira
IATA
Programme B
ATFM
ICAO Coordinator:
Fernando Hermoza
RO/ATM/SAR SAM
Project B1
ATFM
Implementation
Coordinator:
Martha Soto Ansaldi
Perú
Programme C
Automation and ATM situational awareness:
ICAO Coordinator:
Onofrio Smarrelli
RO/CNS SAM
Project C1
Interoperation of Automation Systems
Coordinator:
Alessander Santoro
Brazil
Project C2
Improve ATM situational awareness
Coordinator:
Paulo Vila
Perú
Programme D
Ground-Ground & Air-Ground communications infrastructure
ICAO Coordinator:
Onofrio Smarrelli
RO/CNS SAM
Project D1
ATN Architecture
Coordinator
Project D2
ATN ground-ground and air-ground applications
Coordinator:
Gustavo Chiri
Argentina
Programme F
Aerodromes
ICAO Coordinator:
Fabio Salvatierra
Project F1
Aerdrome certification
Coordinator:
Ricardo Aguirre
Colombia
Project F2
Improve runway safety
Coordinator:
Augusto Diaz Albuja
Ecuador
Programme G
AIM
ICAO Coordinator:
Jorge Armoa
Project G1
Developments for the supply of electronic terrain and obstacle data (e-TOD)
Coordinator:
Juan Gonzalez
Uruguay
Project G2
Implementation of AIXM
Coordinator:
Karina Delgado
Perú
Project G3
IImplementation of QMS in AIM units
Coordinator:
Oscar Dioses
Perú
Programme H
MET
ICAO Coordinator:
Jorge Armoa
Project H2
Implementation of the IAVW
Coordinator:
Roxana Vasquez Ferro
Argentina
Proyecto H3
Implementation of QMS MET
Coordinator:
Pablo Malve
(Argentina)
Proyecto H4
Optimization of OPMET exchange
Coordinator
Project H5
Improvement MET services support to ATM
Coordinator:
Arturo Loma