



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

Eighteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18)

Punta Cana, Dominican Republic, 9 to 14 April 2018)

GREPECAS/18 - WP/02

09/02/18

Agenda Item 1: Follow-up on the results of the PPRC/3 and PPRC/4 meetings and analysis of GREPECAS Conclusions

1.1 Follow-up on the results of the PPRC/3 and PPRC/4 meetings

Follow-up on the results of the PPRC/3 and PPRC/4 meetings

(Presented by the Secretariat)

SUMMARY	
This working paper presents an executive summary of the results of the PPRC/3 and PPRC/4 meetings, and their corresponding analysis.	
References:	
<ul style="list-style-type: none">• Report of the Third meeting of the GREPECAS Programmes and Projects Review Committee (PPRC/3 – Mexico City, Mexico, 21-23 July 2015).• Report of the Fourth meeting of the GREPECAS Programmes and Projects Review Committee (PPRC/4 - Lima, Peru, 12-14 July 2016).	
<i>ICAO strategic objectives:</i>	<i>A – Safety</i> <i>B – Air navigation capacity and efficiency</i> <i>E – Environmental protection</i>

1. Introduction

1.1 The PPRC/3 meeting was held in Mexico City, Mexico, on 21-23 July 2015, with the participation of 22 State delegates and 3 delegates of the industry and observer organisations.

1.2 The PPRC/4 meeting was held in Lima, Peru, on 12-14 July 2016, with the participation of 28 State delegates and 6 delegates of the industry and observer organisations.

1.3 The draft conclusions and decisions formulated at both meetings were circulated to the States for their approval through the “fast-track” procedure on 5 November 2015 and 7 November 2016, respectively.

2. Discussion

PPRC/3 meeting

2.1 The PPRC/3 meeting reviewed GREPECAS activities, analysing the status of implementation of its valid conclusions and decisions, and the status of “U” deficiencies still in force. The meeting also reviewed the continuation of Programmes and Projects, in addition to other important issues concerning coordination of GREPECAS activities with RASG-PA, regional and intra-regional activities, as well as aspects concerning the organisation of GREPECAS.

2.2 The meeting considered that global PIRG/RASG coordination was important, and formulated a conclusion in this regard.

2.3 Regarding the analysis of projects, the meeting focused on the difficulties faced by States for the implementation of each project. In this regard, the meeting noted serious difficulties in the implementation in the ATM, CNS, MET, and AIM areas. Accordingly, it formulated conclusions on the continuation of the projects being conducted in these areas. The meeting expressed its concern for the issues observed in the implementation of PBN, ATFM, AMHS interconnections, e-TOD, lack of AIM documentation in Spanish, issues related to QMS/MET implementation and issuance of SIGMETs.

2.4 Another issue analysed at the PPRC/3 meeting was the status of “U” deficiencies. In this regard, it was agreed that IATA and IFALPA would report every three months to the Regional Offices on the deficiencies observed and reported by their members during operations conducted in the States.

2.5 Additionally, the meeting deemed it appropriate to establish deadlines for the circulation of proposals of amendment to the three volumes of the CAR/SAM e-ANP. Another topic under discussion was the need to formulate a conclusion on the drafting of national performance-based air navigation plans.

2.6 In summary, the meeting issued 8 draft conclusions and two draft decisions, which were approved as GREPECAS conclusions through the “fast-track” procedure. Conclusions and decisions may be found in **Appendix A** to this working paper.

PPRC/4 meeting

2.7 The PPRC/4 meeting continued with the review of projects and the follow-up on the status of implementation of GREPECAS conclusions, global, regional and intra-regional air navigation activities, navigation implementations in the CAR/SAM Regions, in addition to projects carried out by the industry that affected air navigation.

2.8 Regarding the analysis of valid GREPECAS conclusions and those emanating from PPRC/3, four PPRC/3 conclusions and two GREPECAS/17 conclusions were maintained. Regarding e-TOD implementation, the meeting noted serious problems. However, the Secretariat informed that it was not possible to extend the date for e-TOD implementation. Therefore, non-compliance is considered as a deficiency for those States that failed to implement it by November 2015. Implementation follow-up will be performed through Project G1.

2.9 Regarding the analysis of “U” deficiencies, since personnel training is considered endemic in the MET area, the meeting agreed to issue a conclusion for the States that had this deficiency. The meeting also agreed to hold semi-annual teleconferences with IFALPA and IATA to review the

deficiencies reported by their members and, following a validation process, proceed to their analysis with the States involved for the development of the corrective action plans.

2.10 The meeting reviewed the reports on global, regional and intra-regional air navigation activities. In this sense, it decided to postpone the implementation of e-ANP Vol. III in order to align it to the GANP-2019. It also noted the good coordination that existed with the RASG-PA, and recognised the efforts made by CAR/SAM States in the area of risk management to maintain safety levels in RVSM airspace, in order to mitigate LHD occurrences and severity.

2.11 The meeting analysed the continuation of projects underway and the progress made since the PPRC/3 meeting. Upon analysing the projects, it noted, once again, the low availability and lack of commitment of experts designated by States for their implementation. This difficulty was seen in Projects A, D, G, F, H, and I. The meeting deemed it important to urge States to ensure that their experts commit themselves to the projects in order to avoid delays in the implementation. Similarly, in Programme A, the difficulties observed were related to the scarce number of procedure designers. Accordingly, priority has been assigned to ATS projects other than PBN. The meeting noted difficulties in ATFM implementation and proliferation in the use of NOTAMs as ATFM measures. Regarding Programme F, the meeting issued 2 conclusions to strengthen this programme. The meeting also reactivated three projects in the MET area for the CAR Region, and authorised a new project for the SAM Region. Regarding AIM, the meeting took note of the delays in the implementation of e-TOD and QMS/AIM, where the involvement of top management played a key role.

2.12 The meeting took note of the progress made in ASBU implementation in the CAR/SAM Regions, in addition to the goals achieved within the context of the Declarations of Bogota and Port-of-Spain.

2.13 Furthermore, the meeting decided to adopt the methodology set forth in the Guide on formatting and contents of PIRG/RASG reports to the Air Navigation Commission. The meeting also urged States to follow up on the 39th ICAO Assembly, where the region had submitted five working papers as a result of its coordination and efforts.

2.14 Finally, the PPRC/4 took note of a project conducted by Headquarters called “*Bigdata*” aimed at collecting and processing data to obtain performance indicators on the use of airspace. Additionally, the meeting took note of Google’s *Loon* project and Aireon’s ADS-B project.

2.15 In summary, the meeting formulated four draft conclusions, two draft decisions, reactivated three projects in the CAR Region, and authorised a new project in the SAM Region. The draft conclusions and draft decisions were approved through the “fast-track procedure, by State letter dated November 2016, as shown in **Appendix B**.

3. Suggested action

3.1 The Meeting is invited to:

- a) take note of the information presented herein; and
- b) take any other action it may deem appropriate.

APPENDIX A

CONCLUSIONS AND DECISIONS FORMULATED BY THE PPRC/3 MEETING

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
PPRC/3 C 3/1 A and B	Follow-up on PIRG and RASG global coordination actions	That, with the purpose of complying with the implementation of the actions suggested in the Second PIRG and RASG global coordination meeting, CAR/SAM States/Territories and International Organisations and ICAO NACC and SAM Regional Offices implement the corresponding suggested actions and follow up on the actions to be implemented by ICAO, according to the table presented in Appendix A to this part of the report.
PPRC D 3/2 A, B and E	Approval of volumes I, II and III of the new CAR/SAM electronic air navigation plan (eANP)	That, in order to expedite the preparation and approval of the new electronic air navigation plan (eANP) for the CAR/SAM Regions, the NACC and SAM Regional Offices, using the GREPECAS fast-track procedure: <ul style="list-style-type: none"> a) circulate by 15 August 2015, Volumes I and II of the new eANP for CAR/SAM States' approval; and b) circulate by 15 October 2015, Volume III of the new eANP for CAR/SAM States' approval.
PPRC/3 C 3/3 A and B	CAR/SAM interface control documents (ICDs) for AIDC implementation between adjacent centres	That, for AIDC implementation between adjacent centres, the following documents be adopted: <ul style="list-style-type: none"> a) NAT/APAC AIDC ICD v1.0 as the base document for AIDC interconnections between CAR and SAM adjacent automated centres; b) for the CAR Region, the NAM ICD would be used; and c) for the SAM Region, the NAT/APAC AIDC ICD v1.0, with a minimum set of AIDC messages (specified in the AIDC implementation guide through the interconnection of adjacent automated centres).
PPRC/3 C-3/4 A and B	Actions for ATFM implementation in the CAR Region	That, <ul style="list-style-type: none"> a) concerning ATFM implementation projects, CAR States and Territories: <ul style="list-style-type: none"> iii. implement as soon as possible, ATFM positions (FMPs) or ATFM units (FMUs) in order to avoid an imbalance between capacity and demand, either by scheduled or by unforeseen events; and

¹ ICAO established the following Strategic Objectives for the period 2014-2016:

A - Safety

B – Air navigation capacity and efficiency

E- Environmental protection

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
		b) the ICAO NACC Regional Office take the corresponding actions to develop a proposal for amendment to Doc 7030 concerning ATFM procedures and ATC minimum separation for aircraft transfer between adjacent control centres (ACCs) that have overlying radar coverage, as applicable, informing PPRC/4 on the progress of such actions.
PPRC/3 C 3/5 A and B	Actions for ATFM implementation in the SAM Region	That SAM States: b) avoid the implementation of ATFM measures affecting users and having an impact on safety, mainly those administrations not having established the units to strategically manage flow control measures; c) introduce in their bilateral letters of agreement the appropriate procedures to regulate the strategic application of these measures, avoiding their impact on efficiency and safety; d) implement as soon as possible, flow management positions (FMPs) or units (FMUs) in order to avoid capacity-demand imbalances, due to scheduled or unforeseen events; and e) present to the PPRC/4 meeting actions performed according to the preceding paragraphs.
PPRC/3 D 3/6 A	Establishment of a working group to improve AMHS operational use	That, in order to exploit AMHS potentialities and take advantage of its operational use: a) a working group is formed by Brazil, Dominican Republic, United States and D Programme coordinators in the CAR and SAM Regions for ground-ground and air-ground communication infrastructure; b) the working group will work through virtual meetings and will prepare a strategy to ensure AMHS operational use, making it available to the Region as soon as possible.
PPRC/3 C-3/7 A and B	Consultation with CAR/SAM States on e-TOD compliance date	That: a) GREPECAS Secretariat consult CAR/SAM States on e-TOD implementation compliance expectations by 12 November 2015; b) in case more than 50% of CAR/SAM States cannot implement on the date foreseen in the standard, the fast-track procedure be used to adopt a conclusion on the convenience to amend Annex 15, extending the implementation date.
PPRC/3 C-3/8 A	ICAO documentation for AIM	That the GREPECAS Secretariat send an IOM to D/ANB requesting to prioritise the completion of Doc 9839 on AIM quality and have as soon as practicable a final version of Doc 9881 on electronic terrain and obstacle data.

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
PPRC/3 C-3/9 A and B	Revision of the MET programme and its tasks	That, a) QMS/MET implementation be measured by certification, through a firm certifying QMS in aeronautical meteorology services; b) States that have obtained QMS/MET system certification, submit a copy of their certificates to the Secretariat; c) the ICAO NACC and SAM Regional Offices review the procedures of volcanic ash SIGMET exercises to ensure the participation of those States under the Washington VAAC responsibility; and d) the ICAO NACC and SAM Regional Offices carry out workshops on SIGMET to ensure the preparation of these messages and the correct utilisation of the formats contained in ICAO Annex 3.
PPRC/3 C-3/10 A, B and E	Development of air navigation plans aligned with the GANP and the regional performance-based air navigation plans	That the CAR/SAM States that have not yet amended or developed their national plans aligned with the Global air navigation plan (GANP) (4 th edition), the RPBANIP and the SAM PBIP complete them shortly in order to harmonise the implementation and facilitate the interoperability of inter- and intra-regional air navigation systems and services.

APPENDIX B

CONCLUSIONS AND DECISIONS FORMULATED BY THE PPRC/4 MEETING

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
PPRC/4 D-4/1 A and B	Improved data collection process for the treatment of deficiencies reported by IFALPA and IATA	<p>In order to improve the data collection process for the treatment of deficiencies reported by IFALPA and IATA, the NACC and SAM Regional Offices:</p> <ul style="list-style-type: none"> a) starting on the second half of 2016, will hold teleconferences with IATA and IFALPA to share and validate the information on the deficiencies identified by these organisations; and b) will inform their member States, via teleconferences, about the deficiencies identified in order to seek their resolution and/or the adoption of the corresponding action.
PPRC/4 C-4/2 A and B	Resolution of aeronautical meteorology deficiencies	<p>That, in order to resolve aeronautical meteorology deficiencies associated to its personnel, and in order to have in their staff aeronautical meteorologists that meet the training requirements of the World Meteorological Organization, CAR/SAM States and territories that present this deficiency:</p> <ul style="list-style-type: none"> a) develop and conduct professional training courses for aeronautical meteorologists, aligned with the BIP-M contained in WMO Publication No. 1083, in partnership with universities, CATCs or tertiary non-university training institutions that meet education quality standards; b) create cooperation links with the permanent representatives of their States to the WMO in order to have access to WMO-approved personnel remote training courses offered by universities and international institutes; c) develop and implement a programme to link university meteorological staff or technical personnel with the aeronautical meteorology units of air navigation services in the short and medium term; and d) inform the respective ICAO Regional Offices at GREPECAS/18 about their plans to develop and conduct aeronautical meteorology training courses aligned with the BIP-M contained in WMO Publication No. 1083.

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PPRC/4 D-4/3 A, B and E	Postponement of the approval of VOL. III of CAR/SAM eANP	That, taking into account that ICAO is preparing the updated version of the GANP for 2019 and the importance of aligning Volume III to the requirements thereof, a) the Secretariat defers the distribution of Vol. III of the CAR/SAM e-ANP until completing its alignment with the sixth edition of the GANP; and b) since the GANP will address the performance-based implementation issue in more detail in its sixth edition, the States are urged to continue using the Regional performance-based implementation plans (SAM-PBIP and RPBANIP) for drafting their national air navigation plans.
PPRC/4 C-4/4 A and B	Greater support by States to AGA issues and projects	That States show a stronger commitment and take more effective action in support of GREPECAS AGA projects, and designate AGA experts as focal points by 30 November 2016 in order to support the implementation of aerodrome certification activities.
PPRC/4 D-4/5 A, B and E	Assessment of CAR/SAM projects F1 and F2	That, in order to take steps to reassess the strategy of Programme F projects and be able to achieve the proposed objectives under the GREPECAS methodology, Programme F coordinators and Projects F1 and F2 coordinators of both CAR and SAM Regions should analyse the need to reassess the strategy of both projects to increase their effectiveness, including the support offered by United States and ACI-LAC and present it at the GREPECAS/18 meeting.
PPRC/4 D-4/6 A, B and E	Format of the GREPECAS annual report to be submitted to the ICAO Air Navigation Commission	That GREPECAS use the methodology described in the Guide on report formatting and content shown in Appendix A to this agenda item, when drafting the final report to be submitted to the ICAO Air Navigation Bureau (ANB).