



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

Fifth Meeting of the Air Traffic Management / Communications, Navigation and Surveillance Subgroup (ATM/CNS/SG/5)

Lima, Peru, 13-17 November 2006

ATM/CNS/SG/5 - WP/03

13/09/06

ATM/CNS SUBGROUP

Agenda Item 1: Review of the corresponding actions by the ANC with regard to the report of the GREPECAS/13 Meeting concerning the ATM/CNS/SG

REVIEW OF ACTIONS FORMULATED BY GREPECAS/13 MEETING CONCERNING THE ATM/CNS SUBGROUP

(Presented by the Secretariat)

SUMMARY

This paper provides a summary of actions adopted by the ICAO Air Navigation Commission regarding conclusions formulated by GREPECAS/13 Meeting related to ATM/CNS, it also includes information on the relevant results of the ACG/6 Meeting held after the GREPECAS/13 Meeting.

References:

- Report of GREPECAS/13 Meeting
- Report of the ACG/6 Meeting

1. Introduction

1.1 This paper provides a summary of the actions taken by the Air Navigation Commission on the report of GREPECAS/13 meeting in respect to ATM/CNS Systems. It also includes relevant information about the actions taken by the ACG/6 Meeting, which need to be taken into account by the ATM/CNS/SG.

1.2 The Air Navigation Commission referred the GREPECAS/13 Report and the associated AN-WP/8150 to its Working Group on Regional Plans (WG/RPL) for review. The WG/RPL reviewed the report on 7 June 2006. Action to be taken by the Secretary General is outlined in the **Appendix A** to this working paper, which has been reformatted to link the conclusions with the Strategic Objectives of the Organization and the Global Plan Initiatives. Where action is proposed that would require a new task or an amendment to be introduced in the air navigation integrated programme plan (ANIPP), the Commission will apply the established procedures for the amendment of the ANIPP. All other follow-up action will be taken by the Secretary General in accordance with established practice.

2. Discussion

2.1 In reviewing the report of the meeting, the Commission noted that GREPECAS, with the assistance of its contributory bodies, had examined the air navigation matters of the CAR/SAM Regions with the aim of improving the planning for air navigation facilities, services and procedures in the region, as well as fostering their implementation.

2.2 The Commission noted that GREPECAS had reviewed the outcome of the 35th session of the Assembly and taken follow-up actions on the basis of the analysis of various resolutions and decisions. On the subject of facilities and services suitable for multinational arrangements, the Commission noted that GREPECAS had progressed in this task and would base its subsequent work through the regional technical cooperation project RLA/98/003.

2.3 Matters related to Air Traffic Management

2.3.1 *RNP and RNAV implementation:* The WG was informed by the Secretariat that at the Twelfth Meeting/Workshop of ATM Authorities and Planners in the CAR/SAM Regions (15 to 19 May 2006), a Performance-Based Navigation transition roadmap was developed in follow-up to Conclusion 13/56. The meeting also established seven major work projects in an effort to implement the new business planning processes and to align the work of GREPECAS with the revised Global Plan, in follow-up to ALLPIRG/5. One of these projects, Optimization of the ATS Route Structure, addresses Conclusion 13/69. Another major project: Improve Demand and Capacity balancing, addresses Decisions 13/64 and 13/65. The WG congratulated GREPECAS on taking a proactive approach to the new business planning processes and was pleased to note that the Secretariat is working directly with States to develop work breakdown structures for these projects for placement in the Business Plan which will eventually serve in reviewing the work of the PIRGs.

2.3.2 *Aeronautical phraseology:* Supporting the proposal developed by GREPECAS for an amendment on aeronautical phraseology in the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444), the WG endorsed Conclusion 13/63 and called upon the Secretary General to initiate the necessary amendment process to Chapter 12 of Doc 4444.

2.3.3 *ATM contingency plans:* The WG congratulated GREPECAS on the development of guidelines for use by the States to prepare their ATM contingency plans (Conclusion 13/68 refers). Recognizing that the approach of GREPECAS in Conclusion 13/68 is consistent with Strategic Objective E: Continuity — *Maintain the continuity of aviation operations*, the WG requested the Secretary General to call upon GREPECAS to develop a catalogue of regional contingency plans in support of the continuity of civil aviation operations during natural and/or human events that lead to disruptions (similar to the task that was initiated by APANPIRG/16 in Conclusion 16/53).

2.4 Matters related to Communications/navigation/surveillance

2.4.1 *VSAT networks:* Sharing the view of GREPECAS on the need to provide interoperability amongst regional digital ground-ground networks (Conclusion 13/70 refers), the WG noted that the two network management groups had met twice, and work is in progress to establish a memorandum of understanding (MoU) for technical and institutional agreements as well as the additional nodes for interconnection, both of which are to improve interoperability.

2.4.2 *Air-ground data links*: The WG noted that GREPECAS had developed regional strategies for the implementation of air-ground data links (Conclusion 13/72 refers) and the deployment of an aeronautical telecommunication network (ATN) (Conclusion 13/78 refers) in the CAR/SAM Regions. The strategy for ATN indicated that, in the near term, the focus is on implementation of ground-ground applications such as AMHS and ATS interfacility data communications (AIDC) and will take into account, during the mid-term, any new ATN applications that will be defined by ICAO.

2.4.3 *SBAS*: Referring to the studies conducted for a regional satellite-based augmentation system (SBAS) solution in the CAR/SAM Regions (Conclusion 13/84 refers), the WG noted that it was technically and operationally impracticable to extend coverage of the wide area augmentation system (WAAS) and European Geostationary Navigation Overlay Service (EGNOS) into the CAR/SAM Regions and that further studies would continue in order to determine an appropriate regional solution.

2.4.4 *Data link for ADS-B*: With regard to the strategy developed for the implementation of automatic dependent surveillance — contract (ADS-C) and automatic dependent surveillance — broadcast (ADS-B) (paragraph 3.6.3.75 of the meeting report and Decision 13/54 refer), the WG noted that GREPECAS has selected the Mode S extended squitter as the data link for ADS-B for near-term implementation and that the region would consider, in the mid-term, the implementation of new data links for ADS-B.

2.4.5 *WRC-2007*: On the subject of protection of the aeronautical frequency spectrum, the WG recognized the ongoing contribution of the CAR/SAM Regions in addressing this issue in a number of fora, such as the Inter-American Telecommunication Commission (CITEL), and the Organization of American States (OAS), as well as regional preparatory meetings. However, as the frequency bands allocated to aviation use are highly attractive to commercial users, the WG reiterated the need for the civil aviation community to continue to remain vigilant in safeguarding aeronautical interests. In this connection, the WG noted Conclusion 13/89 concerning preparations for the forthcoming International Telecommunication Union (ITU) World Radiocommunication Conference — 2007 (WRC-2007) and requested the Secretary General to urge States to continue to participate at various levels in different fora to provide support for the ICAO position.

2.5 **Air navigation planning and implementation deficiencies/problems in the CAR/SAM Regions**

2.5.1 *Aerodrome maintenance deficiency*: With reference to Conclusion 13/90, which called upon ICAO to establish a SIP with the objective of addressing region-wide aerodrome maintenance deficiencies, WG noted that this particular SIP had already been approved by the Council in March 2006.

2.5.2 *Addressing deficiencies*: Regarding deficiencies, the WG noted that GREPECAS had reviewed, analysed and prioritized the list of air navigation deficiencies. Subsequently, to follow-up, GREPECAS had called upon States to develop and implement an action plan for each deficiency (Conclusion 13/92 refers) as well as to provide information to the Lima and Mexico Regional Offices by 30 June 2006.

2.5.3 *Last resort action:* Continuing the discussions on deficiencies, the WG recognized that the Regional Offices and PIRGs had been addressing this ongoing issue with the cooperation of States, international organizations and other entities through missions, as well as through letters, meetings and telephone communication. Furthermore, even though a number of deficiencies remain unresolved, only a few States responded with an action plan to eliminate the deficiencies. The WG recalled that, when efforts to eliminate deficiencies prove unsuccessful after exhausting all alternatives, GREPECAS/12 had agreed to apply a “last resort action” (Decision 12/124 refers). Taking Decision 12/124 into account, the WG endorsed the approach of GREPECAS in Conclusion 13/92 and invited the Secretary General to urge States of the CAR/SAM Regions to eliminate urgent deficiencies by 31 December 2007 and, at that point, application of “last resort action” would be considered.

3. **ACG/6 Meeting**

3.1 The Sixth Meeting of the GREPECAS Administration Coordination Group (ACG/6), was held in Lima, Peru, at the premises of the ICAO SAM Regional Office, on 2 and 3 March 2006.

3.2 When reviewing the work programme of the ATM/CNS Subgroup where no changes were reported to the continuous tasks, the ACG noted that the DGAC Conference on Safety Strategy and the ALLPIRG/5 Meeting (20-24 March 2006) could result in changes to the Terms of Reference as well as the Work Programme. The results of these two events would be submitted to GREPECAS/14 for its consideration.

3.3 The Group was informed on the progress made by both the CNS and ATM Committees where some tasks were either completed or progressed as reflected in their work programmes.

3.4 Following its review on the GREPECAS Structure and Terms of Reference the ACG agreed only on the GREPECAS/14 Meeting scheduled for 2007 in Costa Rica and in accordance with the ACG/6 Meeting, Decision ACG/6/03, approved the Meeting schedule for 2006 and 2007 as indicated in **Appendix B**. It also approved the proposed agenda for GREPECAS/14 to be held in San José, Costa Rica, 16-20 April 2007 adding to the structure approved for previous meetings, a review on the outcome of the Conference, Directors General of Member States of ICAO and the results of the ALLPIRG/5 Meeting.

4. **Suggested Action**

4.1 The Meeting is invited to:

- a) note the information provided in this working paper; and
- b) take into account the actions taken by the GREPECAS/13 and ACG/6 Meetings when developing its work for harmonization purposes.

APPENDIX A

GREPECAS CONCLUSIONS/DECISIONS CONSIDERED FOR SPECIFIC ACTION BY THE AIR NAVIGATION COMMISSION

1. This Appendix presents the findings of the Air Navigation Commission of the GREPECAS/13 Meeting. They have been selected either due to their importance or because they call for specific action, either by States or by the Secretary General.
2. Each entry in the attached table is related to at least one Strategic Objective of the Organization. One each is associated with Strategic Objectives A (Safety) and E (Continuity) and D (Efficiency).
3. A link between 2 of the items and the Global Plan Initiatives (GPIs) has been tentatively established. This clearly indicates that the GPIs are primarily focused on efficiency and it can be anticipated that, once the new Global Aviation Safety Plan (GASP) is available, most of the items which are not related to a GPI will be related to a Global Safety Initiative (GSI).

Item	Conclusion No. Strategic Objective GPI No.	Needs, findings or implementation gaps	Proposed actions by the Secretary General
9	13/63 D GPI-18	Proposal for amendment to the Doc 4444-PANS/ATM for aeronautical phraseology in Spanish	Initiate the process to amend Chapter 12 of ICAO Doc 4444 PANS-ATM.
10	13/68 E	ATM contingency plans for the CAR/SAM Regions	Call upon GREPECAS to develop a catalogue of regional contingency arrangements in support of continuity of civil aviation operations due to natural and/or human events that result in disruptions.
11	13/89 D GPI-23	Support of States in the CAR/SAM Regions to the ICAO position for the ITU WRC-2007	Continue encouraging States to participate at various levels in different fora to provide support for ICAO's position at the forthcoming WRC-2007 so as to protect the aeronautical frequency spectrum.
12	13/92 A	Action for resolving urgent air navigation deficiencies	Urge States of the CAR/SAM Regions to eliminate urgent deficiencies by 31 December 2007 and, at that point, to consider the application of last resort action, as detailed in Decision 12/124 of GREPECAS/12.

APPENDIX B

TENTATIVE MEETING SCHEDULE FOR 2006/2007

2006

AGA/AOP/SG/5	Uruguay, 20-24 November 2006
AERMET/SG/8	Chile, 9-13 October 2006
ATM/CNS/SG/5	Brazil, 13-17 November 2006

2007

AIS/MAP/SG/10	Venezuela 25 February – 2 March 2007
ASB/7	Costa Rica, 15 April 2007
GREPECAS/14	Costa Rica, 16-20 April 2007
ATM/CNS/SG/6	The dates and venue shall be defined at the Meeting to be held in Brazil

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