



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) - ATM Committee

Lima, Peru, 13-17 November 2006

ATM/COMM/5 - WP/09

30/10/06

Agenda Item 4: Review of Deficiencies and pending GREPECAS Conclusions/Decisions in the ATM and SAR fields (Task ATM-GRAL/100)

OUTSTANDING GREPECAS CONCLUSIONS/DECISIONS IN THE ATM AND SAR FIELDS

(Presented by the Secretariat)

Summary

This Working Paper presents the current status of the GREPECAS Conclusions related to the ATM and SAR Fields, the ATM Committee is to review the status of the actions adopted up to this date and to prepare an update to be transmitted to GREPECAS/14.

References:

- GREPECAS/13 Report, Santiago, Chile, 14-19 November 2005
- GREPECAS Procedural Handbook.

1. Background

1.1 The GREPECAS Procedural Handbook establishes that actions taken by the Group shall be recorded in the form of Conclusions and/or Decisions.

1.2 Furthermore, it is worth to mention that **Conclusions** deal with matters which, in accordance with the Group's terms of reference, merit directly the attention of States, or on which further action is required to be initiated by the Secretary in accordance with established procedures; and **Decisions** relate solely to matters dealing with the internal working arrangements of the Group and its Subgroups.

1.3 It should be taken into consideration that in accordance with the Procedural Handbook, the Group shall at each of its meetings, review its outstanding Conclusions and Decisions in order to keep them current and their number at a minimum consistent with the progress achieved in implementation. At GREPECAS/8 meeting, it was established the need to apply a uniform classification to reflect the situation of the conclusions and decisions. In this respect, it was decided to use, in all GREPECAS papers and reports, the following standardized terminology:

valid
completed
superseded

1.4 **Valid** has been understood as that conclusion or decision maintaining its validity; **completed**, that which has been concluded; and **superseded**, that which has been substituted by another conclusion, decision or recommendation.

2. Discussion

2.1 Based on the aforementioned, the GREPECAS Secretary has requested that Contributory Bodies of the GREPECAS review the outstanding Conclusions and Decisions of GREPECAS in their respective fields in order to maintain this information updated.

2.2 An analysis of the pending GREPECAS Conclusions/Decisions related to the ATM and SAR fields is detailed in **Appendix A** and their text is shown in **Appendix B** of this working paper.

3. Suggested Action

3.1 The ATM Committee is invited to:

- a) Review the ATM and SAR GREPECAS Conclusion/Decision list; and
- b) Update the status of each of these Conclusions to be transferred to GREPECAS/14 through the appropriate mechanisms.

APPENDIX A

ANALYSIS OF THE OUTSTANDING GREPECAS CONCLUSIONS/DECISIONS IN THE ATM/SAR FIELD

GREPECAS/12

CONCLUSION 12/9 IMPLEMENTATION OF SIDs AND STARs

Responsibility for follow-up: States/International Organizations
Target date for implementation: GREPECAS/14
Status: **Valid**

SID and STARs required for connection with RNAV routes have been implemented in several airports. There are difficulties in both regions, in view of the few availability of experts in this type of procedures. RNAV/GNSS course and basic courses with regional institutions have been coordinated.

CONCLUSION 12/10 USE OF REPORTING POINT AND ATS ROUTE DESIGNATORS

Responsibility for follow-up: States/International Organizations and RO's
Target date for implementation: GREPECAS/14
Status: **Valid**

In view of the RNAV routes implementation process continues, it is pertinent to maintain the conclusion until it ends.

CONCLUSION 12/31 REGIONAL STRATEGY FOR THE INTEGRATION OF ATM AUTOMATED SYSTEMS

Responsibility for follow-up: States/International Organizations
Target date for implementation: GREPECAS/13
Status: **Valid**

So far some action plans from States/International Organizations have been received at the regional offices for the integration of ATM automation.

CONCLUSION 12/32 ADS-B IMPLEMENTATION IN THE CAR/SAM REGIONS

Responsibility for follow-up: States/International Organizations
Target date for implementation: GREPECAS/14
Status: **Valid**

The ATM/CNS Subgroup and the corresponding Committees have taken into account this decision in their regional planning.

CONCLUSION 13/93 FOLLOW UP OF ATM DEFICIENCIES

Responsibility for follow-up:	States/International Organizations
Target date for implementation:	GREPECAS/14
Status:	Valid

Pending of execution. Coordination is required between international organizations responsible for the follow-up.

APPENDIX B

TEXT OF OUTSTANDING GREPECAS CONCLUSIONS/DECISIONS IN THE ATM AND SAR FIELDS

GREPECAS/12

CONCLUSION 12/9 IMPLEMENTATION OF SIDs AND STARs

That States/Territories/International Organizations implement standard arrivals and departures (SIDs and STARs) to link origin and destination aerodromes, as well as intermediate airports that make use of CAR/SAM RNAV routes.

CONCLUSION 12/10 USE OF REPORTING POINT AND ATS ROUTE DESIGNATORS

That CAR/SAM Regions States/Territories/International Organizations:

- a) use only those designators for the identification of reporting points and ATS routes that have been assigned by the corresponding ICAO Regional Office; and
- b) when one or more designators for the identification of reporting points or ATS routes are deleted, the corresponding Regional Office should be informed, in order to re-incorporate them in the database, and be re-assigned in due time and fashion.

CONCLUSION 12/31 REGIONAL STRATEGY FOR THE INTEGRATION OF ATM AUTOMATED SYSTEMS

That,

- a) in view of a Regional Strategy for the integration of ATM automated systems, the CAR/SAM States/Territories/International Organizations:
 - 1. Define an action plan, in coordination with ICAO NACC and SAM Regional Offices for the integration of ATM automated systems using the strategy described in **Appendix K** to this part of the Report; and
 - 2. Submit to the ICAO NACC and SAM Regional Offices their Action Plan for the integration of ATM automated systems; and
- b) the RLA/98/003 Regional Project consider this strategy in the preparation of the guidance material as support to GREPECAS mechanism on this matter.

CONCLUSION 12/32 ADS-B IMPLEMENTATION IN THE CAR/SAM REGIONS

That the States/Territories/International Organizations of the CAR/SAM Regions that plan to implement ADS-B, coordinate with the ICAO NACC and SAM Regional Offices so as to ensure a harmonized implementation of this technology in the CAR/SAM Regions.

GREPECAS/13**CONCLUSION 13/56 RNAV/RNP ACTION PLAN MODEL FOR EN-ROUTE AND TERMINAL AREA OPERATIONS**

That States/Territories and International Organizations and the RNAV/RNP Implementation Groups use the RNAV/RNP action plan model for RNAV/RNP – En-Route Operations and Terminal Area implementation, presented in **Appendices AF** to this part of the Report.

CONCLUSION 13/57 RNAV/RNP QUESTIONNAIRE

That, considering RNAV/RNP implementation in the CAR/SAM Regions, ICAO collect from States/Territories and International Organizations, among others, information requested by other implementation programmes, which are presented in **Appendix AG** to this part of the Report, by **31 January 2006**.

CONCLUSION 13/58 MONITORING OF RVSM OPERATIONS

That CAR/SAM States and International Organizations continuously monitor RVSM operations, mainly those who opted for a non-exclusionary RVSM airspace.

CONCLUSION 13/59 ESTABLISHMENT OF STATE DATA BANKS (SDB)

That civil aviation authorities of the CAR/SAM Regions establish their own domestic RVSM database (SDB) in order to facilitate the identification of the RVSM approval status of aircraft registered in the State, and wherever possible, make the information available through the Internet.

CONCLUSION 13/60 MINIMUM MONITORING REQUIREMENTS

That, the States/Territories/International Organizations update their minimum monitoring requirements in accordance with the table depicted in **Appendix AH** to this part of the Report.

**CONCLUSION 13/61 MEASURES TO REDUCE OPERATIONAL ERRORS IN THE
ATC COORDINATION LOOP BETWEEN ADJACENT ACCs**

That, taking into account the impact that operational errors in the ATC coordination loop between adjacent ACCs have on safety, the CAR/SAM States/Territories/International Organizations agree:

- a) to adopt, as a matter of urgency, the appropriate measures described in **Appendix AI** to this part of the Report, in order to reduce LHDs caused by errors in ATC-unit-to-ATC-unit traffic coordination messages by at least 50% by **December 2005**, with a view to reaching the optimum operational efficiency;
- b) to continue with the efforts and programmes in order to reach 100% operational efficiency of their ATC coordination; and
- c) that ICAO coordinate, assist in, a follow-up the implementation of such remedial action and report the results of the effort to reduce this error to the 6th Meeting of the ATM Committee.

**CONCLUSION 13/62 ADOPTION AND UTILIZATION OF THE FORM FOR
REPORTING LARGE HEIGHT DEVIATIONS (LHD)**

That:

- a) CAR/SAM States/Territories/International Organizations adopt the form for reporting large height deviations (LHD) presented in **Appendix AJ** to this part of the Report; and take the necessary measures to include it in the corresponding AIP.
- b) States/Territories/International Organizations send the reports to CARSAMMA by the 10th of each month, even if no LHD reports occur; and
- c) the ICAO Secretariat take the appropriate measures to include the form in the Latin American Aeronautical Regulations (LAR).

**CONCLUSION 13/63 PROPOSAL FOR AMENDMENT TO THE DOC 4444 –
PANS/ATM FOR AERONAUTICAL PHRASEOLOGY IN
SPANISH**

That ICAO take the appropriate measures to initiate the amendment process to ICAO Doc 4444 PANS/ATM, Chapter 12 on aeronautical phraseology in Spanish in accordance with the proposal shown in **Appendix AK** to this part of the Report.

DECISION 13/64 **CENTRALIZED ATFM OBJECTIVES, PRINCIPLES AND FUNCTIONS AND REQUIREMENTS FOR ITS IMPLEMENTATION**

That:

- a) Centralized ATFM objectives, principles and functions presented in **Appendix AL** to this part of the Report be adopted, and
- b) That during the implementation process, requirements presented in **Appendix AM** to this part of the Report be considered.

DECISION 13/65 **MODEL ACTION PLAN FOR ATFM IMPLEMENTATION IN THE CAR/SAM REGIONS**

That the ATFM Implementation Groups consider the model action plan shown in **Appendix AN** to this part of the Report.

CONCLUSION 13/66 **NATIONAL PLANS FOR ATFM IMPLEMENTATION IN THE CAR/SAM REGIONS**

That, in order to achieve an integrated, harmonious and timely implementation, the CAR/SAM civil aviation administrations closely follow-up on the regional development of AFTM and, at the most convenient time, develop a national plan for ATFM implementation compatible with the Caribbean and South American Regions AFTM implementation programmes.

CONCLUSION 13/67 **ATFM EVENTS**

That:

- a) ICAO, with the support of CAR/SAM States/Territories and International Organizations, organize different events, with the aim of examining all aspects related with ATFM planning and implementation; and
- b) States/Territories and International Organizations be encouraged to participate in such activities.

CONCLUSION 13/68 **ATM CONTINGENCY PLANS FOR THE CAR/SAM REGIONS**

That CAR/SAM States/Territories/International Organizations that have not yet done so:

- a) develop their ATM contingency plans for their airspace under their jurisdiction;

- B5 -

- b) establish bilateral or multi-lateral agreements with States/Territories/International Organizations responsible for the adjacent airspace, in coordination with the ICAO Regional Offices, in order to develop an ATM Contingency Plan, using the guidelines presented in **Appendix AO** to this part of the Report; and
- c) send to the corresponding ICAO Regional Office a copy of their ATM Contingency Plan by **30 June 2006**.

DECISION 13/69

EFFICIENCY IN THE USE OF FUEL

That the GREPECAS ATM/CNS Subgroup, in the development of its activities, continue taking into account the aspects related with efficiency in the use of fuel.

CONCLUSION 13/93

FOLLOW UP OF ATM DEFICIENCIES

That ICAO, together with IATA, IFALPA and IFATCA, prepare a survey to follow-up and verify the status of the deficiencies related to aeronautical phraseology and the use of the English language in the CAR/SAM Regions.

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