



WORKING PAPER

**FOURTEENTH MEETING OF THE CAR/SAM REGIONAL PLANNING
AND IMPLEMENTATION GROUP (GREPECAS/14)
(San Jose, Costa Rica, 16 to 20 April 2007)**

Agenda Item 1: Review of Council and ANC actions on the GREPECAS/13 Report

**REVIEW OF THE ANC AND UIC ACTIONS ON THE REPORT OF THE
THIRTEENTH MEETING OF CAR/SAM REGIONAL PLANNING AND
IMPLEMENTATION GROUP (GREPECAS/13)**

(Presented by the Secretariat)

SUMMARY

This paper presents the actions taken by the Air Navigation Commission and the Committee on Unlawful Interference of ICAO on the report of the thirteenth meeting of GREPECAS.

Action by GREPECAS/14 is in paragraph 5.

1. INTRODUCTION

1.1 Following each GREPECAS meeting, the report is first reviewed by the working group of the Air Navigation Commission (ANC) followed by the ANC itself and finally by the Council. During these reviews, the ANC and the Council note the Report, make comments thereon and provide guidance to GREPECAS as appropriate. Furthermore, the ANC and the Council may take specific action on certain conclusions contained therein, since the follow-up to some conclusions may require approval by the ANC or the Council. Follow-up actions by the ICAO Secretariat on conclusions and decisions of GREPECAS are then guided by the outcome of the ANC and the Council actions described above.

1.2 However, in accordance with the revised practice, which was introduced in March 2006 (Council Decision 177/14 dated 20 March 2006 refers), PIRG reports will not be presented to the Council unless the Commission deems it necessary for the Council to take action on any of the conclusions or the report. In the case of the GREPECAS/13 Report, as there were no specific items that required Council action, the said report was not submitted to the Council.

1.3 Furthermore, the Council in February 2005, while reviewing the GREPECAS/12 Report (Council Decision 174/2 dated 16 February 2005 refers), indicated that consideration should be given to referring those parts of future PIRG reports dealing with aviation security to the Committee on Unlawful Interference (UIC) for review, in addition to referring the PIRG reports to the ANC. Consequently, the parts of the GREPECAS/13 Report dealing with aviation security were referred to the UIC for its review.

1.4 This working paper informs GREPECAS of the results of the ANC and the UIC actions on the report of the GREPECAS/13 Meeting, which was held in Santiago, Chile, 14-18 November 2005.

2. ACTION BY THE ANC ON THE GREPECAS/13 REPORT

2.1 The ANC referred the GREPECAS/13 Report to its Working Group on Regional Plans for a detailed review. This review was carried out on 7 June 2006, following which the ANC itself reviewed the GREPECAS/13 Report on 15 June 2006.

2.2 The ANC noted the GREPECAS/13 Report and took specific action on certain conclusions therein, as shown in Appendix to this paper. The following are the highlights of the ANC's review:

- a) *Certified aerodromes*: Discussing certification of aerodromes and referring to Conclusion 13/32 regarding provision of information on certified aerodromes in the Aeronautical Information Publication (AIP), the Commission called upon the Secretary General to develop ways and means to identify, within the AIP, those aerodromes that are not certified.
- b) *Mapping symbology*: With reference to Conclusion 13/43, which called upon the ICAO Lima and Mexico Regional Offices to incorporate the guidance manual on mapping symbols and related model sheets of charts in their respective web pages, the Commission recalled that the manual on mapping symbols was proposed by GREPECAS/12, Conclusion 12/83, for adoption on a regional basis. As the symbols therein are generally orientated towards detailed topographic mapping at large scales and could promote chart clutter if used as a replacement for Annex 4 — Aeronautical Charts symbols to support the production of 1:1 000 000 and 1:500 000 VFR aeronautical charts, and with a view to maintaining global standards for chart symbology, the ANC did not agree with Conclusion 12/83 (C-WP/12400, paragraph 2.7.1 refers). Consequently, and to avoid confusion by promoting varying mapping symbology, the Commission again did not agree with Conclusion 13/43, and requested the Secretary General to ensure that any associated ICAO web page posting be harmonized with Annex 4 provisions.
- c) *Approval of SIPs*: With reference to Conclusions 13/45 and 13/90, which called upon ICAO to establish special implementation projects (SIPs) with the objective of training in electronic aeronautical/terrain data, and addressing region-wide aerodrome maintenance deficiencies, the meeting may note that the Council approved those SIPs for 2006.
- d) *Licensing of AIS/MAP specialists*: The ANC agreed with GREPECAS that the provision of aeronautical information services calls for a high level of proficiency of relevant personnel. However, it did not share the view of GREPECAS in Conclusion 13/47 that licensing of an AIS/MAP specialist is necessary to achieve this goal. In particular, the quality system that is now required for AIS/MAP shall include a mechanism that ensures that all staff have and maintain the competency that is

required to effectively discharge their duties. The ANC also noted that issue of establishing licensing requirement for the category of personnel not covered in Annex 1 has been discussed regularly at ICAO (most recently, at the Technical Commission of the 35th Assembly in 2004 for cabin crew and at the 11th Air Navigation Conference in 2003 for air traffic safety electronic personnel). On each occasion, it was recognized that the competency of personnel involved in safety critical activities was paramount, but that such competencies could be achieved without licensing. In this context, the ANC noted Conclusion 13/47 and recommended that the Secretary General give priority to the publication of the final version of Part E-3 of the Aeronautical Information Services Personnel of the Training Manual (Doc 7192).

- e) *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 ANC endorsed Conclusion 13/63 and called upon the Secretary General to initiate the necessary amendment process to Chapter 12 of Doc 4444.
- f) *ATM contingency plans*: The ANC 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 Commission 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.
- g) *Last resort action*: Continuing the discussions on deficiencies, the ANC 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 Commission 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 ANC 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. ACTION BY THE COMMITTEE ON UNLAWFUL INTERFERENCE ON THE GREPECAS/13 REPORT

3.1 Following the ANC action, the Committee on Unlawful Interference (UIC), on 23 October 2006, noted the report of GREPECAS/13 Meeting related to aviation security matters, and took specific actions on certain conclusions therein. The following are the highlights of the review by the UIC:

- a) *Certification of AVSEC Personnel*: The UIC noted that GREPECAS discussed matters regarding AVSEC personnel licensing, particularly in relation to the difficulties in keeping the licensing requirement current and called upon ICAO (Conclusion 13/4 refers), to develop guidance material for certification of AVSEC personnel. Responding to the needs of the region and noting that it would also eventually assist

other regions, the guidance material on this issue has been developed by ICAO for inclusion in the Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference (Doc 8973).

- b) *Definition of In-flight Security Officer (IFSO)*: Regarding the definition of IFSO and its safety implication (Conclusion 13/6 refers), this issue has been considered by the eighteenth meeting of the Aviation Security Panel and the outcome was presented to the Council for its consideration in C-WP/12713. The Council on 20 November 2006, approved the following definition of IFSO: “A person who is authorized by the government of the State of the Operator and the government of the State of Registration to be deployed on an aircraft with the purpose of protecting that aircraft and its occupants against acts of unlawful interference. This excludes persons employed to provide exclusive personal protection for one or more specific people travelling on the aircraft, such as personal bodyguards”.
- c) *Risk assessment*: Concurring with GREPECAS regarding risk assessment (Conclusion 13/7 refers), the relevant guidance material is being developed and will be available to Contracting States in early 2007. ICAO regional workshops on risk assessment are being planned.
- d) *AVSEC training fellowship awards*: In relation to Conclusion 13/12, the Secretariat will continue to identify other potential financial sources to fund regional AVSEC training programmes.

4. FOLLOW-UP ACTION BY THE SECRETARIAT ON THE GREPECAS/13 REPORT

4.1 The Secretariat's report on follow-up actions on the GREPECAS/13 Report will be presented to GREPECAS/14 in separate working paper(s).

5. ACTION BY GREPECAS/14

5.1 The meeting is invited to:

- a) note the action taken by the ANC and the UIC on the GREPECAS/13 Report as outlined in this working paper and its appendix; and
- b) include the follow-up actions in the work programme of GREPECAS.

— — — — —

APPENDIX

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. Of the 12 items selected, one each is associated with Strategic Objectives A (Safety) and E (Continuity) and the remaining 10 are associated with Strategic Objective D (Efficiency).
3. A link between 9 of the items and the Global Plan Initiatives (GPIs) has been tentatively established. Only one of 12 items is safety-related. 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
1	13/16 D	Cost recovery of MET services in the CAR/SAM Regions	Call upon States to establish a methodology for cost recovery through the application of charges for air navigation services.
2	13/20 D GPI-19	Periodic tests on volcanic ash SIGMETs, volcanic ash advisories, and volcanic ash ASHTAMs or NOTAMs	Request certain States to take part in periodic tests related to the correct issuance and dissemination of SIGMETs, volcanic ash advisories, and NOTAMs for volcanic ash (or ASHTAMs).
3	13/30 D GPI-19	Training on the BUFR code	Invite the WMO to organize a seminar, in coordination with ICAO, on the operational use of GRIB- and BUFR-coded WAFS products for the States of the CAR/SAM Region.
4	13/32 D GPI-18	Information on certified aerodromes in AIP	Develop ways and means to identify within the AIP those aerodromes that are not certified.
5	13/36 D GPI-13	Clarification on the application of the expression “wherever practicable” mentioned in Annex 14, Volume I	Clarify the application of the expression “wherever practicable” mentioned in the standards in Annex 14, Volume I.
6	13/43 D GPI-18	Availability of the mapping symbols guidance manual in the web page	Ensure that any associated ICAO web page posting be harmonized with Annex 4 provisions.
7	13/46 D GPI-18	ICAO/PAIGH project for the production of aeronautical charts	Facilitate in establishing a TC project for CAR/SAM Regions, in cooperation with the PAIGH, to assist States in the production of 1:1 000 000 and 1: 500 000 VFR aeronautical charts in accordance with ICAO specifications.
8	13/47 D GPI-18	General guide for AIS/MAP personnel licensing in Annex 1	Expedite the publication of final version of Part E-3 (Aeronautical Information Service Personnel) of the Training Manual (Doc 7192).
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.

Item	Conclusion No. Strategic Objective GPI No.	Needs, findings or implementation gaps	Proposed actions by the Secretary General
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.

— END —