



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

**Fourteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/14)**

San José, Costa Rica, 16 to 20 April 2007

GREPECAS/14 – WP/13

08/02/07

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**Agenda Item 3: Assessment of development of regional air navigation and security infrastructure**

**3.6 Report of the ATM/CNS/SG/5 Meeting**

**REPORT OF THE FIFTH MEETING OF THE ATM/CNS MEETING**

(Presented by the Secretariat)

**SUMMARY**

This working paper presents a summary of the results of the Fifth Meeting of the ATM/CNS/SG, which adopted one Draft Decisions that is submitted for consideration of the GREPECAS/14 Meeting.

**References:**

- Report of the ATM/CNS/SG/5 Meeting.

**1. Introduction**

1.1 The fifth Meeting of the ATM/CNS Subgroup (ATM/CNS/SG/5) of GREPECAS was held in Lima, Peru, from 13 to 17 November 2006. The Meeting was attended by 80 delegates from 20 Member States and 5 International Organizations all members of the ATM/CNS/SG.

1.2 The Subgroup Meeting modified two Draft Decisions of the ATM Committee, included in Agenda Item 4 – Review of the report of the meeting of the ATM Committee and adopted one Draft Decision included in Agenda Item 6- Organization of the future work of the ATM/CNS Subgroup. These Draft Decisions are presented in the **Appendix** to this Working Paper for GREPECAS approval. Likewise the ATM/CNS Subgroup approved the respective reports of the ATM Committee (12 Draft Conclusions and 3 Draft Decisions) and the CNS Committee (12 Draft Conclusions and 4 Draft Decisions). The reports of respective ATM and CNS Committees are presented in separate papers through working papers WP/14 and WP/15 for practical purposes, but form part of the report of the ATM/CNS Subgroup, and each one of the aforementioned papers list the Draft Conclusions approved by the Subgroup.

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

2.1 The Secretariat presented to the Meeting a summary concerning the actions taken by the Air Navigation Commission on items related to the ATM/CNS Subgroup based on the report of GREPECAS/13 Meeting. The Meeting was also informed in respect to the review that ACG/6 Meeting made in respect to the terms of reference and work programme of the Subgroup.

2.2 Regarding non specific air traffic management or communications/navigation activities, the Meeting was informed that the Commission noted that GREPECAS had reviewed the outcome of the 35<sup>th</sup> session of the Assembly and taken follow-up actions on the basis of the analysis of various resolutions and decisions.

2.3 The Meeting was also informed on the actions taken by the ANC in respect to air navigation planning and implementation deficiencies/problems in the CAR/SAM Regions

#### 2.4 ***Matters related to Air Traffic Management***

2.4.1 *RNP and RNAV implementation:* The ANC WG on Regional Plans was informed by the Secretariat that GREPECAS 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. It was noted that 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.

2.4.2 *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), it was informed that the WG endorsed Conclusion 13/63 and called upon the Secretary General to initiate the necessary amendment process to Chapter 12 of Doc 4444.

2.4.3 *ATM contingency plans:* The Meeting took note that 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.

#### 2.5 **Matters related to Communications/navigation/surveillance**

2.5.1 *VSAT networks:* Sharing the view of GREPECAS on the need to provide interoperability amongst regional digital ground-ground networks (Conclusion 13/70 refers).

2.5.2 *Air-ground data links:* The Meeting was informed that 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.

2.5.3 *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.

2.5.4 *Data link for ADS-B:* The Meeting was informed that 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.

2.5.5 *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.

2.6 The Meeting took note when reviewing the work programme of the ATM/CNS Subgroup in the ACG/6 meeting, that 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.

2.7 Finally in respect to the planning activities of GREPECAS, the Meeting took note that GREPECAS/14 Meeting will be held in San José, Costa Rica from 16 to 20 April 2007, and that a meeting of the Subgroup is planned in September 2007 in the CAR region.

3. **Agenda Item 2: General report of the particular issues of the ALLPIRG/5 to be taken into account by the ATM/CNS Subgroup**

3.1 Under this Agenda Item the Meeting reviewed the results of the Fifth Meeting of the ALLPIRG/Advisory GROUP (ALLPIRG/5), and more specifically those Conclusions which required action/support from the planning and implementation regional groups.

3.2 The role of ALLPIRG to coordinate the implementation of Regional Plans, and provide advice to the Council on CNS/ATM Systems implementation matters leading to achieving a global air traffic management (ATM) system was recognized.

3.3 In respect to the Global Air Navigation Plan, the Meeting was apprised of the elements that ALLPIRG requested the Secretariat to address when finalizing the revised Global Plan: a) the establishment of a mechanism to ensure integration of the Global Plan into the regional plans; b) the overall planning and implementation processes kept as simple as possible; c) ICAO Headquarters to ensure maximum transfer of knowledge; d) aircraft operations integrated into relevant initiatives; e) the performance framework finalized so that partners have a better understanding of how to meet performance objectives; and f) safety is adequately addressed in the Global Plan Initiatives (GPIs). In particular, it was noted that an approach to the implementation of GPIs that includes review at each PIRG.

3.4 The Meeting noted that ICAO would provide a series of workshops on the Business case model developed for the implementation of CNS/ATM Systems. Likewise, the preparation of on-line searchable air navigation plan (ANP) database using the ICAO geographic information system (GIS) portal was welcomed as a means to improve the efficiency and provide conditions for electronic updates and timely provision of up-to date Global ANP information for all users. Likewise, note was taken on the presentation of the ICAO Global air navigation plan (ANP) database and geographic information systems (GIS) portal to ensure the currency, coordination and implementation of regional air navigation systems and to contribute to the development of national, inter-regional and global air navigation plans. (Conclusion 5/5).

3.5 On the environmental benefits of CNS/ATM Systems the Meeting took note of the work of the ICAO Committee on Aviation Environmental Protection (CAEP) and the methodologies for the assessment of these benefits at the Global and regional levels.

3.6 The Meeting took note of the outcome and follow-up to the DGCA Conference for the Aviation Safety.

3.7 The Meeting was appraised that ICAO was in the process of reviewing the current required navigation performance (RNP), concept to meet the increasing demands of airspace planners and aircraft operators for performance based navigation (PBN), and agreed to the action on Conclusion 5/13 b), to implement RNAV, and RNP where required and in accordance with the GREPECAS work on the subject.

3.8 Under the subject of Uniform Methodology the Meeting was reminded by the Secretariat in respect to the lack of response by the States/Territories on the preparation of Action Plans to eliminate air navigation deficiencies, and to the lack of access to the GREPECAS secure on-line database of deficiencies to update the information contained therein.

3.9 The meeting was given a complete presentation on the Global Plan and its amendments, which provided a clear idea to ATM and CNS Committees about the relationship of the present Global Plan initiatives GPI's with the committees' tasks and the strategic objectives evolution in the industry areas coordinated with ICAO. Likewise, a relation of transition documents being developed in ICAO Headquarters was provided, including air navigation plans and their relationship with ICAO geographical information contained in the web site (GIS).

4. **Agenda Item 3: General report on the activities of the Regional Projects RLA/98/003 – Transition to the CNS/ATM systems in the CAR/SAM Regions**

4.1 The Secretariat presented for the Meeting's consideration information on the regional technical cooperation project RLA/98/003 - Transition to the CNS/ATM systems in the CAR/SAM Regions. It also highlighted the importance that these ICAO mechanisms have for the implementation of air navigation multinational services/facilities, in order to improve safety and provide the necessary support in terms of training, meetings/seminars and workshops with a view to strengthening and/or establishing regional implementation mechanisms.

4.2 The Meeting recognized that the ICAO technical cooperation mechanism has proven throughout the years to be an effective tool in the CAR/SAM Regions for developing regional/national CNS/ATM transition plans.

4.3 The Meeting took note that States have recognized that project RLA/98/003 is an important tool for implementation and for carrying out training events on critical aspects of the CNS/ATM system, and has provided active leadership in the coordination, planning and implementation process of the CNS/ATM system. Therefore, support should continue to efforts carried out by Project RLA/98/003.

5. **Agenda Item 4: Review of the Report of the meeting of the ATM Committee**

5.1 The plenary Meeting of the ATM/CNS Subgroup, when reviewing Agenda Item 4 of the Report of the ATM Committee, noted a draft conclusion requesting the approval of a Draft Amendment to the CAR/SAM Regional Plan for the Implementation of CNS/ATM Systems. This document was called Plan for the Transition of the ATM Operational Concept and was presented to the ATM Committee in working paper WP/10.

5.2 When discussing the abovementioned document, several comments come up on the need to approve changes to the CAR/SAM regional plan, even when significant amendments are still being

made by ICAO Headquarters to the ATM Global Plan. Implications of such amendments were not known by the ATM Committee when reviewing the proposed document.

5.3 On the other hand, note was taken that the contribution of other GREPECAS Subgroups was requested in order for them to present their own changes to the Plan, updating as necessary, their work programmes and terms of reference to reflect the ICAO strategic objectives.

5.4 In view of the comments of not trying to get ahead to the final changes to the Global Plan that ICAO Headquarters was carrying out, and trying to avoid immediate changes to the proposed document, there were opinions towards approving the ATM part of the document, while at the same time other Subgroups be requested to review their relevant working area. It was also mentioned that the proposed document should be a dynamic instrument for GREPECAS, and therefore, could be changed whenever necessary.

5.5 The Meeting was informed that in order to update the Air Navigation Plans information in a dynamic way, electronic tools, that will be available to regional groups and States through the Web, are being developed by ICAO Headquarters. It was also noted that the proposed document, in its present form, duplicated parts of the World Plan and that there were elements requiring a mayor coordination between the NACC and SAM Regional Offices.

5.6 Taking into account all arguments presented, the Meeting considered that effort devoted to developing a base document for updating the CAR/SAM ANP that also envisage ICAO Strategic Objectives and the roadmap elements coordinated with the industry has been of great value, taking into consideration changes being carried out to the Air Navigation World Plan.

5.7 The Meeting considered advisable that the ATM Committee continue the review and update of the document as well as its delivery to the other GREPECAS Subgroups for their contribution, on the understanding that the final document approval could be carried out until the complementary parts are received, giving enough time for the completion of the final changes to the World Plan and the use of the electronic documentation as a result of ICAO Headquarters updating work. Taking into consideration all above, the Meeting modified ATM Committee decisions ATM 5/12 and ATM 5/13 as presented in the Appendix to this working paper.

5.8 The Report of the ATM/COMM/4 is presented in WP/14.

6. **Agenda Item 5: Review of the Report of the meeting of the CNS Committee**

6.1 With respect to the Report of the CNS Committee, all Draft Conclusions included in it were approved by the Subgroup without changes.

6.2 The Report of the CNS/COMM/4 is presented in WP/15.

7. **Agenda Item 6: Organization of the future work of the ATM/CNS Subgroup:**

**6.1 Review of the terms of reference and work programme of the ATM/CNS Subgroup**

7.1.1 The Terms of Reference and the Work Programme of the ATM/CNS Subgroup, as approved by GREPECAS/13, and later on reviewed by ACG/6 were considered appropriate by the Meeting, however, note was taken that the Subgroup's steering committee met to review them and concluded that it was necessary that the Subgroup takes over the Automatization Task Force with the existing terms of reference, work programme and composition starting at the next meeting. Likewise, it was concluded that it would be appropriate to add an additional task to the Subgroup regarding the supervision of the Automatization Task Force work and that the Secretariat would present this proposal to GREPECAS/14. In this regard, under Agenda Item 5.2 the changes made to the Subgroup's tasks as well as the terms of reference and work programme of the Automatization Task Force reporting to the ATM/CNS Subgroup are presented.

## **6.2. Tentative Meeting Programme of the Subgroup, the Committees and other Contributory Bodies**

7.2.1 The Meeting reviewed the Tentative Meeting Programme approved by the ACG which considered the holding of the ATM/CNS/SG/6 Meeting in 2007, and when asking for proposals, an invitation from the delegate of the Dominican Republic was received to hold the sixth meeting of the ATM/CNS Subgroup in the Dominican Republic in 2007.

7.2.2 The future work of the ATM and CNS Committees was examined by these Contributory Bodies in their respective meetings, included under their reports on Agenda Items 4 and 5.

7.2.3 Based on the above, the Meeting formulated a Draft Decision included in the Appendix to this Working Paper:

### **8. Agenda Item 7: Other business**

8.1 Under this Agenda Item the Secretariat briefly presented the information provided by the United States on three issues considered as important for the ATM/CNS Subgroup. The first issue referred to the pandemic influenza indicating that the United States has undertaken a massive planning effort to stop, slow and limit the spread of the possible pandemic influenza. In a second Information Paper the Meeting was presented with information on a Civil/Military Air Traffic Management Summit (CMAC), intended to achieve a global cooperation in the areas of air traffic and air defense. The third Information Paper presented information on the Next Generation Air Transportation System (NGATS).

8.2 Before closing the Meeting, the President thanked the participation of Delegates and International Organizations as well as Presidents and Vice-presidents and Secretaries of the ATM and CNS Committees. In particular and taking into account the possible and last participation of the Secretary of the CNS Committee, he referred to the excellent work performed by the CNS Officer, Mr. Aldo Martínez, for his professional and outstanding contribution, wishing him on his behalf and that of the Subgroup a well deserved retirement.

### **9. Suggested Action**

9.1 The Meeting is invited to:

- a) note the information provided in this Working Paper; and
- b) approve Draft Decisions ATM/CNS/5/1, presented in the Appendix to this Working Paper.

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**APPENDIX**

**ATM/CNS/SG DRAFT DECISIONS**

**DRAFT  
DECISION ATM/5/12**

**DRAFT PLAN FOR THE TRANSITION TO ATM  
SYSTEM IN THE CAR/SAM REGIONS**

That, aimed at presenting GREPECAS the Plan for the Transition to ATM Systems in the CAR/SAM Regions:

- a) the ATM Committee continue reviewing Chapters 1, 2, 3 and 4 of the above document and present results to the ATM/CNS/SG/6; and
- b) the CNS Committee consider developing Chapters 1, 5, 6 and 7 of the above document and present results to the ATM/CNS/SG/6

**DRAFT  
DECISION ATM/5/13**

**CONSIDERATION OF THE DRAFT PLAN FOR THE  
TRANSITION TO ATM SYSTEMS IN THE CAR/SAM  
REGIONS BY OTHER GREPECAS SUBGROUPS**

That the ATM/CNS Subgroup Secretariat forward to the AGA/AOP, AIS and MET Subgroups and Institutional Aspects Task Force the Draft Plan for the transition of ATM Systems in the CAR/SAM Regions, in order to consider the development of the Chapters related to their relevant areas.

**DRAFT  
DECISION ATM/CNS/5/01**

**TERMS OF REFERENCE AND WORK PROGRAMME OF  
THE ATM/CNS SUBGROUP**

That the work programme of the ATM/CNS Subgroup be approved as presented in the Appendix XX under Agenda Item 5.2.

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