



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/19

16/03/07

Agenda Item 5: Management of the GREPECAS Mechanism

5.2 Review of GREPECAS and its Contributory Bodies Terms of Reference and Work Programmes

GREPECAS TERMS OF REFERENCE AND WORK PROGRAMMES AND ITS CONTRIBUTORY BODIES

(Presented by the Secretariat)

SUMMARY

This working paper provides to the Meeting updated information on GREPECAS and its Contributory Bodies Terms of Reference and Work Programme which were developed, inter-alia, in the light of actions adopted by the ICAO Council and decisions formulated by the previous GREPECAS meetings.

References:

- GREPECAS/13 Report, Santiago, Chile, 14 to 18 November 2005; and
- ACG/6 Report, Lima, Peru, 2 and 3 March 2006

1. Introduction

1.1 In accordance with Section 1, Part 5 and Section 4 of the GREPECAS Procedural Handbook, all GREPECAS contributory bodies during their last meeting, held prior to the next GREPECAS meeting, should review and update its terms of reference and work programme.

1.2 Since the last GREPECAS Meeting, except for the HR Subgroup, which has not met yet, all the subgroups held one meeting during this period, in accordance with the GREPECAS revised Work Programme and duly approved by the ACG. Meanwhile, the ICAO Regional Offices have continued supporting the GREPECAS and its contributory bodies, informal meetings and the working groups activities, within their area of accreditation, as well as the follow-up to the Recommendations and Conclusions of the CAR/SAM/3 RAN Meeting. The reports and progress of these matters should be referred to the ICAO Council after GREPECAS/14.

1.3 Furthermore, for the preparation and review of the GREPECAS and its contributory bodies' terms of reference and work programmes, the outcome of the discussions held in this meeting on Agenda Item 3 – *Review of Reports of GREPECAS Contributory Bodies*, has to be taken into account.

2. Discussion

Terms of Reference and Work Programme

2.1 The ACG held its sixth meeting in March 2006. The AIS/MAP/SG held its tenth meeting in February/March 2007. The AVSEC/COMM met for the fifth time in May 2006. The AERMET/SG met for the eighth time in October 2006. The AGA/AOP/SG held its fifth meeting in November 2006. The ATM/CNS/SG met for the fifth time in November 2006 and the Task Force on Institutional Aspects held its third meeting in December 2006.

2.2 Taking into consideration the reports presented by the GREPECAS contributory bodies that have met since GREPECAS/13 and that were presented under Agenda Items 3, 4 and 5 of this Meeting, the updated versions of the Terms of Reference and Work Programmes of GREPECAS and of the aforementioned contributory bodies are shown in the following appendices for review and approval by this Meeting:

GREPECAS	Appendix A
Administration Coordination Group (ACG)	Appendix B
Aviation Safety Board (ASB)	Appendix C
AVSEC/COMM	Appendix D
AERMET Subgroup	Appendix E
AGA/AOP Subgroup	Appendix F
AIS/MAP Subgroup	Appendix G
ATM/CNS Subgroup (ATM and CNS Committees)	Appendix H
Human Resources Subgroup (HR/SG)	Appendix I
Task Force on Institutional Aspects (TF/IA)	Appendix J

3. Action by the Group

3.1 The Group is invited to:

- a) note and review the information related to GREPECAS and its Contributory Bodies' Terms of Reference and Work Programme shown in Appendixes A to J of this working paper; and
- b) take the necessary actions regarding GREPECAS and its Contributory Bodies Terms of Reference and Work Programme shown in the above-mentioned Appendixes, taking into consideration para. 2.2 of this Working Paper.

APPENDIX A**TERMS OF REFERENCE OF GREPECAS**

1. The Terms of Reference of the Group are:
 - a) continuous and coherent development of the CAR/SAM Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and reflecting global requirements;
 - b) facilitate the implementation of air navigation systems and services as identified in the CAR/SAM air navigation plan with due observance to the primacy of air safety and security; and
 - c) identification and addressing of specific deficiencies in the air navigation field.

2. In order to meet the Terms of Reference the Group shall:
 - a) review, and propose when necessary, the target dates for implementation of facilities, services and procedures to ensure the coordinated development of the Air Navigation System in the CAR and SAM Regions;
 - b) assist the ICAO Regional Offices providing services in the CAR and SAM Regions in their assigned task of fostering implementation of the CAR/SAM Regional Air Navigation Plan;
 - c) in line with the Global Aviation Safety Plan (GASP), ensure the conduct of any necessary systems performance monitoring, identify specific deficiencies in the Air Navigation field, especially in the context of safety and security, and propose corrective action;
 - d) ensure the development and implementation of an action plan by States to resolve identified deficiencies, where necessary;
 - e) promote, support and facilitate the regional implementation of AVSEC provisions;
 - f) develop amendment proposals for the update of the CAR/SAM Air Navigation Plan necessary to satisfy any changes in the requirements, thus removing the need for regular regional air navigation meetings;
 - g) monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking due account of cost/benefit analysis, business case development, environmental benefits and financing issues;
 - h) examine human resource planning and training issues and ensure that the human resource development capabilities in the region are compatible with the CAR/SAM Regional Air Navigation Plan;

- i) review the Statement of Basic Operational Requirements and Planning Criteria and recommend to the Air Navigation Commission such changes to them as may be required in the light of developments;
- j) invite financial institutions, as required, on a consultative basis and at a time it considers appropriate in the planning process to participate in this work;
- k) ensure close cooperation with relevant organizations and State grouping to optimize the use of available expertise and resources; and
- l) conduct the above activities in the most efficient manner possible with a minimum of formality and documentation and call meetings of the GREPECAS only when the Secretary and the Chairperson, through the Administration Coordination Group (ACG), are convinced that it is necessary to do so.

3. Composition

Antigua and Barbuda (*representing Dominica, Grenada, Saint Kitts and Nevis, Saint Lucia, and Saint Vincent and Grenadines*), Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, France, Haiti*, Jamaica*, Mexico, Panama, Paraguay*, Peru, Trinidad and Tobago, United Kingdom, United States, Uruguay and Venezuela.

~~*Submitted to the ICAO Council for approval.~~

~~*Approved by ICAO Council on 9 July 2006.~~

4. Chairman – Normando Araujo de Medeiros (Brazil)
Vice-Chairman – Oscar Derby (Jamaica)
Second Vice-Chairman – Jacques Borsiquot (Haiti)

APPENDIX B**ADMINISTRATION COORDINATION GROUP (ACG)**1. **Terms of reference**

- a) To coordinate and harmonize administrative matters of GREPECAS and its contributory bodies, and to take part in the tasks relating to its internal organization, the holding of events, and the administrative supervision of the subgroups and task forces.
- b) To expedite follow-up work of the GREPECAS and its contributory bodies between plenary meetings, taking into account the work undertaken by other contributory bodies active in the air navigation field in the CAR/SAM Regions.
- c) To take follow-up action and monitoring of target dates assigned to tasks under a project management process.

2. **Work Programme**

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
ACG/1	Review and propose amendments to the GREPECAS Procedural Handbook as required.	A		Continuous
ACG/2	Monitor the planning and progress of GREPECAS contributory body work programmes and meeting schedules and offer any advice thereon, as appropriate.	A		Continuous
ACG/3	Seek the prompt approval preferably by electronic means of draft GREPECAS Conclusions developed by GREPECAS Contributory Bodies on the basis of specific requests from such bodies or when the ACG deems that efficiencies could be derived.	A		Continuous
ACG/4	Prepare reports of ACG activities to each GREPECAS meeting, as appropriate.	A		Continuous
ACG/5	Review the GREPECAS working methods and propose specific actions to improve its performance.	A		Continuous
ACG/6	Prepare the draft Agenda for GREPECAS meetings and plan and coordinate Secretariat support work and documentation for such meetings.	A		Continuous

3. **Composition**

The Administration Coordination Group is composed by the Chairperson and Vice-Chairperson and Secretary of GREPECAS, the Regional Directors, a RAO representative and the Secretaries of the Contributory Bodies. In the event of considering it necessary, the Chairpersons and Vice-Chairpersons of the Contributory Bodies will be invited to participate.

APPENDIX C**AVIATION SAFETY BOARD****1. Terms of reference**

- a) The Board will evaluate, validate, monitor and follow-up urgent air navigation deficiencies in the CAR/SAM regions and develop appropriate action to be taken.
- b) The Board will act as an advocate and instrument in resolving urgent (U) deficiencies.

2. Work Programme

Tasks	Priority	Completion
1) The Board will consider urgent deficiencies and develop solutions it would propose through the appropriate ICAO regional office. To achieve resolution, either an individual state/states/executing body, the Air Navigation Commission, or referral to the appropriate subgroup for further evaluation may need to be involved.	A	
2) The Board will offer, through the ICAO Regional Offices, to assist an individual state/states/executing body in identifying resources and acting as a resource in order to resolve the shortcoming/deficiency through the advocacy with relevant high-level officials and/or donor organizations.	A	

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should be begun as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should be begun as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. Composition

The Aviation Safety Board is composed by the Chairperson and Secretary of GREPECAS, the Directors of the ICAO Regional Offices, a representative from the Regional Affairs Office at ICAO Headquarters, the Chairpersons and/or Vice-Chairpersons of the Subgroups and a representative from the following observer organizations: ACI, IATA, IBAC, IFALPA and IFATCA. The secretaries of the contributory bodies may participate in an advisory capacity as required.

APPENDIX D

AVIATION SECURITY COMMITTEE (AVSEC/COMM)

1. Terms of Reference

- a) To foster regional cooperation among States, international organizations and industry in order to facilitate the successful implementation of ICAO Standards and Recommended Practices (SARPs) related to aviation security (AVSEC);
- b) to encourage the participation of States in the ICAO AVSEC Mechanism and Implementation Programmes to include their provision of voluntary funding and personnel when requested by ICAO;
- c) to actively support the approved ICAO AVSEC Plan of Action and other regional AVSEC initiatives; and
- d) to promulgate AVSEC awareness within the region through sponsorship of and participation in related training activities and seminars.

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AVSEC/1	Identify and analyse shortcomings in the implementation of ICAO AVSEC provisions which are common in many States/Territories of the CAR/SAM Regions and develop regional initiatives and measures which will encourage and facilitate their resolution.	A	AVSEC/COMM/1	Continuous
AVSEC/1-1	Established a Questionnaire Conduct periodic surveys to identify difficulties in shortcomings from States in the implementation of AVSEC/Facilitation Standards (100%).	A	AVSEC/COMM/2	AVSEC/COMM/4 Completed Continuous
AVSEC/1-1.12	Establishment of Hold Baggage Screening (HBS) Task Force to examine new and emerging threats; new and emerging technology; to provide States with technical information guidance to States in order to implement Annex 17 Standard 4.4.8 by 1 January 2006, in conjunction with LACAC. (100%)	A	AVSEC/COMM/4	Continuous
AVSEC/1-1.24	Conduct a HBS Seminar for States to provide Technical information from Equipment Suppliers, HBS Consultants, States and International Organizations with Best Practices, Airports with HBS experience and International Organizations with finance options (100%) Finalize HBS Task Force report with recommendation (90%).	A	28 November 2005 3 December 2005	30 November 2005 Completed 15 June 2006

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
<u>AVSEC/1-1.35</u>	Conduct HBS Task Force Meeting to analyse technical data from the HBS Seminar presentations (100%) <u>Review HBS report and validate HBS action plan by the Ad Hoc Group and make recommendations (90%).</u>	A	1 December 2005 <u>AVSEC/COMM/5</u>	2 December 2005 <u>Completed GREPECAS/14</u>
<u>AVSEC/1-1.46</u>	Finalise HBS Task Force Report with recommendation (90%) <u>Conduct a survey of the States in the CAR/SAM Regions to validate five conclusions regarding the implementation of Annex 17 standards.</u>	A	3 December 2006 <u>AVSEC/COMM/5</u>	<u>1 September 2006</u>
<u>AVSEC/1-1.52</u>	Review Final HBS Report at AVSEC/COMM/5 and make recommendations (0%) <u>Establish Cargo Security Programme Model.</u>	A	AVSEC/COMM/5	<u>GREPECAS/14 AVSEC/COMM/6</u>
<u>AVSEC/1-2.1</u>	Establish Cargo Security Task Force to develop a Cargo Security Model National Quality Control Programme Model.	A	AVSEC/COMM/5	Continuous
<u>AVSEC/1-3</u>	Establish Model Cargo Security Programme	<u>A</u>	<u>AVSEC/COMM/5</u>	<u>Continuous</u>
<u>AVSEC/2</u>	Monitor existing and develop new regional AVSEC training programmes	A	AVSEC/COMM/2	Continuous
<u>AVSEC/2-1</u>	Establish a Training Task Force to coordinate AVSEC training activities and information	A	AVSEC/COMM/4	Continuous
<u>AVSEC/2-1.1</u>	To maintain database of qualified AVSEC Instructors available to States/Territories in the CAR/SAM Regions for use in regional training events	B	AVSEC/COMM/4	Continuous
<u>AVSEC/2-1.2</u>	Establish Model National Aviation Security Training Programme <u>Passenger/Cabin Baggage Screening guidance to provide States with current information on screening techniques and advance technology to meet new and emerging threats to civil aviation.</u>	A	AVSEC/COMM/5	AVSEC/COMM/6
<u>AVSEC/2-1.3</u>	Establish Model Passenger Security/Cabin Baggage Screening Training Programme <u>Task Force to coordinate a Passenger Screening Seminar/Meeting and provide States with guidance material.</u>	A	AVSEC/COMM/5	AVSEC/COMM/6
<u>AVSEC/2-1.4</u>	That the Conduct a Passenger/Cabin Baggage Screening Task Force –establish a Passenger/Cabin Baggage Seminar/Meeting from 13-17 November 2006 to provide States with current information on screening techniques and advance technology to meet emerging threats to Civil Aviation in coordination with the ICAO NACC Office.	A	AVSEC/COMM/5	<u>Continuous 13-17 November 2006</u>
<u>AVSEC/6</u>	Review all proposals for Amendments to Annexes 9 and 17.	A	AVSEC/COMM/3	Continuous
<u>AVSEC/8</u>	Coordinate with the LACAC AVSEC Group of AVSEC Experts on all the development of a regional mechanism for sharing sensitive information on threats to civil aviation <u>AVSEC activities and initiatives in the CAR/SAM Regions.</u>	B	AVSEC/COMM/3	Continuous
<u>AVSEC/9</u>	<u>Establish a Facilitation Task Force to work with the Annex 9 provisions.</u>	<u>B</u>	<u>AVSEC/COMM/5</u>	<u>Continuous</u>

3. **Priority**

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. **Composition**

Argentina, Brazil, Canada, Chile, Costa Rica, Cuba, Guyana, Jamaica, Mexico, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Venezuela, ACI, COCESNA, IATA, IFALPA and LACAC.

5. **Chairperson**

Chairman – Oscar Derby (Jamaica)
Vice-Chairman – Eduardo Cerda Gómez (Chile)

APPENDIX E

**WORK PROGRAMME OF THE AERONAUTICAL METEOROLOGY SUBGROUP
(AERMETSG)**

1. **Terms of reference**

- a) Monitor the implementation of MET facilities and services; of the world area forecast system; of the international airways volcano watch; of the tropical cyclone alert system; and the issuance and dissemination of OPMET data. Identify any deficiency and develop proposals to improve their implementation;
- b) Review and update the CAR/SAM Air Navigation Plan in accordance with the operational requirements of the CAR/SAM Regions and ensure its seamless and consistent implementation addressed to the new CNS/ATM systems concerning MET;
- ~~b) Monitor the implementation of the world area forecast system (WAFS) in the CAR/SAM Regions, identify any deficiency and develop proposals to improve its implementation;~~
- ~~e) Provide guidance to CAR/SAM representative at IAVWOPSG on operational requirements for CAR/SAM Regions. Monitor the implementation of the international airways volcano watch (IAVW) in the CAR/SAM Regions, identify any deficiency and develop proposals to improve its implementation;~~
- ~~c)d) Review in a continuous basis the list of MET deficiencies, identify new deficiencies that prevent the implementation or provision of MET service in the CAR/SAM Regions and propose actions for their correction;~~
- ~~d)e) Monitor the research and development of CNS/ATM systems, the tests and demonstrations in the CNS/MET field and facilitate the transference of these information and experience among the CAR/SAM States and recommend specific actions aimed at the implementation of MET services to satisfy CNS/ATM requirements.~~

2. **Work Programme:**

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
	<u>MET Facilities and Services</u>			
<u>1</u>	<u>Carry out a survey on MET facilities and services and present the results in terms of percentage of implementation of facilities and services at the AERMETSG/9.</u>	<u>A</u>	<u>JUL 2007</u>	<u>DEC 2007</u>
	Subject: WAFS Implementation in the CAR/SAM Regions			
7-1	Follow up on the implementation of WAFS and take actions based on WAFSOPSG Conclusions.	A	19/02/01	21/04/08

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
<u>2</u>	<u>Monitor WAFS implementation, in particular States readiness to convert significant weather forecasts (SYGWX) received, into SIGWX in BUFR code and present the results in percentage terms to the AERMETSG/9.</u>	<u>A</u>	<u>FEB 2001</u>	<u>DEC 2007</u>
7-2	Develop a survey on ISCS efficacy in order to send it to the Focal Points.	A	JUL 2005	FEB 2006
<u>3</u>	<u>Carry out a survey on ISCS efficacy in order to send it to the focal points and analyze the results to be presented at the AERMETSG/9.</u>	<u>A</u>	<u>FEB 2007</u>	<u>MAY 2007</u>
7-3	Analyze the survey and present the results in the following AERMETSG Meeting.	B	20/03/01	29/08/08
<u>8</u>	Subject: IAVW Implementation in the CAR/SAM Regions			
8-14	Follow up on Monitor IAVW implementation, in particular the status of the designation of volcano observatories and present the results in terms of percentage of IAVW implementation and of the designation of volcano observatories at the AERMETSG/9, take actions based on IAVWOPSG.	A	19/02/01	25/08/08
8-2	Develop in coordination with the Secretariat, the procedures to carry out SIGMET periodic tests on volcanic ash, VAAs and ASHTAM or NOTAM related to volcanic ash.	A	4/07/05	31/03/06
8-35	Carry out annual SIGMET WV tests, analyze their results of periodic tests and present them at the following AERMETSG Meeting.	B	4/07/05	31/08/07
8-46	Develop, in coordination with the Secretariat, the draft Guidance Material for the development of airport emergency plans in case of volcanic eruptions in the CAR/SAM Regions.	B	4/07/05	31/08/07
<u>7</u>	<u>Monitor the implementation of the tropical cyclones alert system, in particular the introduction of every 6 hours forecasts.</u>	<u>A</u>	<u>JAN 2007</u>	<u>DEC 2007</u>
<u>9</u>	Subject: Regional and inter regional exchange and availability of OPMET exchange information in the CAR/SAM Regions			
9-1	Follow up on the implementation of OPMET Exchange	A	19/02/01	14/04/08
<u>8</u>	<u>Monitor the issuance and dissemination of OPMET data, in particular of ISGMET according with CAR/SAM FASID Tables MET 1A and 2B and "global" requirements.</u>	<u>B</u>	<u>MAR 2007</u>	<u>Continuous</u>
<u>9</u>	<u>Monitor OPMET information exchange (METAR/SPECI, TAF and SIGMET in BUFR code).</u>	<u>TBD</u>	<u>TBD</u>	<u>TBD</u>
9-210	Develop in coordination with the Secretariat the OPMET Guide	B	4/07/05	31/08/07
9-3	Carry out a study in order to determine the need for bilateral, multilateral or regional agreements to be included in the CAR/SAM ANP.	B	4/07/05	31/08/07
9-4	Analyze the impact in the change of code at semiautomatic meteorological stations in operation in the CAR/SAM States and in the dissemination of ISCS OPMET information.	A	4/07/05	31/07/07
9-5	Develop guidance material and procedures for migration to BUFR code in the CAR/SAM Regions.	A	4/07/05	31/08/07
9-611	Develop a plan for the implementation of migration of OPMET messages in BUFR code, with possibilities of different scenarios for the transition, including a cost-benefit study and its implications.	A	4/07/05	31/12/07
9-712	Coordinate the OPMET exchange control, analyze the results and present them in the next AERMETSG Meeting.	A	4/07/05	31/12/07
<u>10</u>	Subject: Report of completion or differences in respect to Annex 3			

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
10	Review the report of completion or differences in respect to Annex 3, and present the results in the next AERMETS Meeting.	B	5/06/06	31/07/08
11	Subject: MET Requirements in the CNS/ATM concept			
11-113	Based on the edition in preparation of Doc 9750 - <i>Global Air Navigation Plan for CNS/ATM</i> , develop MET chapter of the <i>CAR/SAM Regional Plan for the implementation of CNS/ATM systems</i> , Document I.	B	5/06/06 <u>JUN 2006</u>	31/08/07 <u>DEC 2007</u>
11-314	Monitor the research and development of MET concept in CNS/ATM field and facilitate the transference of this information and experience among CAR/SAM States.	B	4/07/05 <u>JUL 2005</u>	29/06/07 <u>DEC 2007</u>
11-415	Identify activities for the implementation of new meteorological services related both to training and application of the new CNS/ATM systems. Provide guidelines.	A	4/07/05 <u>JUL 2005</u>	31/08/06 <u>DEC 2007</u>
11-516	Carry out a study to determine the need for VOLMET services in the CAR/SAM Regions.	B	4/07/05 <u>JUL 2005</u>	31/08/06 <u>DEC 2007</u>
12	Subject: MET Training			
12-117	Propose short, medium and long-term measures to satisfy the requirements for MET personnel in the States of the CAR/SAM Regions.	B	1/01/05 <u>JAN 2005</u>	31/08/06 <u>DEC 2007</u>
13	Subject: MET Deficiencies			
13-118	Update the list of MET deficiencies.	A	4/07/05 <u>JUL 2005</u>	31/07/08 <u>Continuous</u>

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to priority **A** and **B** tasks.

4. Composition

Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, France, Panama, Paraguay, Peru, Spain, United States, Uruguay, Venezuela, COCESNA, IATA, IFALPA and WMO.

5. Chairmanship

Chairman: Sr. ~~Gustavo Flores~~Fernando Ramírez Valdéz (Chile)(Argentina)

Vice-Chairman: Sr. Juán Ayón (Cuba)Guillermo Armengol

APPENDIX F**AERODROMES AND GROUND AIDS/AERODROME OPERATIONAL PLANNING
SUBGROUP (AGA/AOP/SG)****1. Terms of reference**

- a) To promote and follow-up the implementation of the AOP requirements of the CAR/SAM ANP and to place special emphasis on identifying, evaluating and proposing, according to established procedures, the corresponding timely corrective actions to the deficiencies affecting aircraft and airport operations.
- b) Develop the planning for the AOP Part of the CAR/SAM ANP.
- c) To carry out permanent co-ordination with GREPECAS Contributory Bodies in order to ensure appropriate integration of all tasks contributing to the implementation of the CAR/SAM ANP.
- d) To review the requirements of the AOP Part of the CAR/SAM Regional Air Navigation Plan with a view to developing any changes required to comply with new technological developments including environmental impact aspects.

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AGA/AOP/2	Review and update the Table AOP 1 of the AOP Part of the ANP/FASID CAR/SAM at regular intervals based on the greater demands on airports in relation to air traffic growth and the accommodation of aircraft with more onerous physical requirements	B	1 st Meeting	Continuous
AGA/AOP/3	Review and follow-up the implementation of corrective actions for AGA deficiencies including: <ul style="list-style-type: none"> ▪ Objects and depressions in runway strips, principally in the graded areas ▪ Runway and taxiway separations ▪ Runway and taxiway slopes ▪ Obstacles ▪ Secondary power supply ▪ Visual aids ▪ Fencing and perimeter roads ▪ Rescue and fire-fighting services ▪ Aerodrome emergency plans ▪ Runway surface conditions ▪ Runway strips and runway end safety areas Refer urgent (U) priority deficiencies, with proposed corrective actions, to the Aviation Safety Board.	A	1 st Meeting	Continuous
AGA/AOP/6	Review demand/capacity problems at airports and develop options for alleviating airport congestion.	B	1 st Meeting	Continuous

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AGA/AOP/7	Review runway incursion incidents at airports and develop guidance to reduce their occurrence in coordination with ATM and OPS.	A	1 st Meeting	6 th Meeting
AGA/AOP/8	Development of samples that include the necessary minimum requirements for Emergency Plans and Emergency Operation Centres (EOC) of the aerodromes included in the ANP and online follow-up of their implementations, updating of complete and partial exercises in order to increase the safety of airports/aircraft	A	4 th Meeting	Continuous
AGA/AOP/9	On-line follow-up to the implementation of the aerodrome certification process (basic documentation and certification of every aerodrome included in the ANP) with the corresponding implementation of Safety Management Systems, as a method to identify and resolve the deficiencies that compromise the implementation of these processes	A	4 th Meeting	Continuous
AGA/AOP/10	On-line follow up of the maintenance at ANP aerodromes (runways), of the action plans and of the resolution of these deficiencies	A	4 th Meeting	Continuous

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. Composition

Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, **Dominican Republic****, Ecuador, **El-Salvador***, Guatemala, Haiti, Honduras, Mexico, **Panama***, Paraguay, Peru, Trinidad and Tobago, United States, Uruguay, Venezuela, ACI, ALACPA, CARSAMPAF, IATA, IFALPA and IFATCA.

5. Chairpersons

Chairman Norberto Cabrera (Cuba)
Vice-Chairman Alberto Palermo (Argentina)

NOTE: The Chairman and Vice-Chairman were elected for the period 2007-2009 (See Agenda Item 8).

* States that missed two consecutive AGA/AOP/SG meetings.

**State to be incorporated in the AGA/AOP/SG depending upon the confirmation of interest by its Administration and the indication of the representative.

APPENDIX G

TERMS OF REFERENCE AND WORK PROGRAMME OF THE AERONAUTICAL INFORMATION ~~MANAGEMENT SERVICES AND AERONAUTICAL~~ ~~CHARTS~~-SUBGROUP (AIS/MAP/SG)

1. Terms of Reference

~~Foster and ensure the evolution of CAR/SAM Aeronautical Information Services from a manual operational environment to an environment where digital aeronautical information of high quality and integrity is processed and exchanged electronically to support the implementation of CNS/ATM systems, GNSS, operational ATM, and a state-of-the-art FMS. The mission of the GREPECAS AIS/MAP Subgroup is to inform the GREPECAS of the strategy, study and development of all the aeronautical information related activities. Additionally, it will supervise and watch all the processes of development and implementation of the planned aeronautical information projects:~~

- ~~a) To plan the development of requirements and strategies to adopt in the CAR/SAM Regions the standardized conceptual aeronautical information models accepted by ICAO for the electronic exchange of aeronautical information/data of the operational systems and their mutual inter-functionalities.~~
- ~~b) To plan the updating of the AIS/MAP staff training programmes in accordance with the SARPs, ICAO guidelines and the new requirements introduced in Annexes 4 and 15, aimed at providing AIS Services in a digital data electronic interchange environment, ensuring their integrity and quality.~~
- ~~c) To develop strategies for establishing requirements for an AIM in the CAR/SAM Regions in line with the elements of the global operational concept.~~
- ~~d) To plan the application of quality systems in the CAR/SAM AIS in accordance with ISO 9000 standards, contributing to the implementation of the AIS/MAP Quality Management System required in Annex 15 and in the Recommendations of the CAR/SAM/3 RAN Meeting, emphasizing the assessment and suggesting implementation plans of the system in question, in accordance with the relevant ICAO guidelines.~~
- ~~e) To study aspects related with the maintenance of the CAR/SAM Air Navigation Plan (Part VIII, AIS) to ensure its effective implementation and the evolution of global AIS/MAP requirements.~~
- ~~f) To foster and follow up the implementation of the AIS/MAP services required in the CAR/SAM Air Navigation Plan, with special emphasis on the identification, evaluation and proposal, according to established procedures, of the corresponding corrective actions to solve the deficiencies affecting air operations.~~
- ~~g) To carry out a permanent coordination with GREPECAS Contributory bodies, in order to ensure a suitable integration of all the tasks that contribute to CNS/ATM implementation.~~

- ~~h) To develop the project document to manage the creation or extension of a Regional CAR/SAM Technical Cooperation Project to support the development of the AIM as a key element for ATM.~~

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AIS/MAP/1	CAR/SAM AIS database (CASADAB) system development with AIM approach and based on the conceptual model. (Note: Stand by for HQ's SARPS and guidance material) Develop strategies and policies to establish the basic requirements and planning criteria for the evolution of AIS services within an effective Aeronautical Information Management (AIM) environment, in keeping with the components of the Global Operational Concept.	AB	2nd half 20032007	STAND-BY2010
AIS/MAP/2	Global data model for aeronautical information interchange. Define general technical criteria for the automated processing of the Integrated Aeronautical Information Package by AIS services. (Note: Stand by for HQ's SARPS and guidance material) Coordinate the application of quality systems in AIM services, in keeping with the relevant ISO standards; propose action plans for the implementation by CAR/SAM States of these types of systems; and assess the problems facing AIM services for the implementation of the cited systems.	BA	2nd half 20032007	STAND-BY2008
AIS/MAP/3	Develop specialized AIS/MAP training programmes based on the new role of AIS/MAP personnel within CNS/ATM environment (GREP/12, TRAIN TF/8 (Note: Stand by for HQs guidance material)). Define the requirements to ensure due process when evaluating personnel within the framework of effective aeronautical information management, together with the consistent application of CAR/SAM AIM training programmes, also taking into account the need for basic criteria to ensure the development of an English language training programme related to effective aeronautical information management.	B	20032007	STAND-BY2010

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AIS/MAP/4	Responsibilities and functions of the AIS/MAP specialist, based on the new role of AIS/MAP personnel within CNS/ATM environment (Note: Stand-by for HQs guidance material). Coordinate the development of basic operational requirements and the required strategies for adoption of aeronautical information conceptual and exchange models (AICM/AIXM) in the CAR/SAM Regions, in order to facilitate the electronic exchange of digital aeronautical information/data between operational systems and their mutual inter-functionalities, both within the CAR/SAM Regions, as well as between these and other ICAO Regions.	B	20032008	STAND-BY2010
AIS/MAP/5	Review and update part VIII AIS/MAP of the CAR/SAM ANP Vol. I ANP and Vol. II FASID. Implement practical guides to assist the States in the provision of electronic terrain and obstacle data (Doc 9881) for the electronic representation of aeronautical charts, as well as in the drafting of electronic aerodrome obstacle charts, as required.	A	20032007	Dec. 20082008
AIS/MAP/6	Develop an ICAO/IPGH TC draft project for the production and implementation of the 1:000,000 and 1:500,000 VFR aeronautical charts in digital format for regional covering. Reactivation of the PAIGH Aeronautical Charts Committee. Conduct the required relevant studies for the use of geographical information systems (GIS) in AIM; also, prepare technical guides for the production by CAR/SAM States of VFR aeronautical charts (scales between 1:500,000 and 1:1,000, 000) in digital format.	A	Feb. 20052007	Feb. 20072010
AIS/MAP/7	Prepare a programme for the applications of the elements of human factors into the AIS services. Periodically update the CAR/SAM Regional Navigation Plan (Part VIII, AIS) in order to ensure its effective evolution with respect to the Global CNS/ATM Plan and in keeping with the SARPS contained in ICAO Annexes 4 and 15.	AB	Feb. 20052007	Dec. 2008
AIS/MAP/8	Study AIS, MET and FLP products in support of the integrated provision of a pre-flight and in-flight information service. Promote and follow-up on the effective implementation of AIM requirements in keeping with established procedures in order to take corresponding corrective action to resolve deficiencies affecting air operations.	AB	20032007	Dec. 20082008

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AIS/MAP/9	Carry out planning activities for AIS/MAP Implementation 9a. Implementations of NOTAM Data Banks utilizing common query protocols 9b. Planning of the Implementation of the Electronic AIP 9c. Planning of the Implementation of the quality management system in the AIS services 9d. Assist States on the development of action plans for the solution of AIS/MAP deficiencies 9e. Planning of the Implementation of the WGS-84 aeronautical charts, using GIS technology and Terrain digital modeling system (TDMS) <u>Coordinate, on an ongoing basis, with all GREPECAS contributory bodies, in order to ensure proper integration of all areas contributing to CNS/ATM implementation.</u>	AB	Jul. 2005 <u>2007</u>	Dec. 2007
AIS/MAP/10	Study and planning for the application of the AIM Concept in the CAR/SAM Regions (GREPECAS 13)	B	Nov. 2005	Oct. 2008

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. Composition

Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, France, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Venezuela, COCESNA, IATA, and PAIGH.

5. Chairperson

Chairman: Mr. Sergio García Jorquera (Chile) Mrs. Noemí Carta (Cuba)
 Vice-Chairman: Mr. Rafael Torres (Venezuela).

APPENDIX H**AIR TRAFFIC MANAGEMENT/COMMUNICATIONS,
NAVIGATION AND SURVEILLANCE SUBGROUP (ATM/CNS/SG)****1. Terms of reference**

- a) To promote and follow-up the implementation of the CNS/ATM systems required in the CAR/SAM ANP and to place special emphasis on identifying, evaluating and proposing, according to the established procedures, the corresponding corrective actions to the /deficiencies affecting air operations.
- b) To carry out permanent coordination with various GREPECAS Contributory Bodies in order to ensure appropriate integration of all tasks contributing to the implementation of the CAR/SAM ANP.
- c) To develop and harmonize, in the CAR/SAM Regions, action plans to facilitate implementation of CNS/ATM systems, in order to reach a consistent and coordinated implementation, especially in multinational projects of regional/inter-regional nature, taking into account homogeneous areas and main air traffic flows contained in the CAR/SAM FASID.
- d) Taking into consideration the material prepared by the different ICAO groups of experts in the CNS/ATM field, develop guidance material to keep and upgrade the technical and operational quality for the provision of CNS/ATM services.

2. Work programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
ATM/CNS/1	Follow up, coordinate and manage the work of the CNS and ATM Committees.	A	Permanent	
ATM/CNS/2	To establish inter- and intra-regional coordination on CNS/ATM systems applications.	A	Permanent	
ATM/CNS/3	To inform on the development of the new air navigation systems, SARPs development, as well as the work of the ICAO CNS/ATM Groups of Experts.	A	Permanent	
ATM/CNS/4	Refer urgent (U) priority deficiencies, with proposed corrective action, to the Aviation Safety Board.	A	Permanent	
<u>ATM/CNS/5</u>	<u>Supervise the work programme of the Automation Task Force</u>	<u>A</u>	<u>Permanent</u>	

3. **Priority**

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. **Composition**

The ATM/CNS Subgroup is composed by the joint membership of the members of the ATM and CNS Committees.

5. **Chairperson**

Chairman	Mr. Claudio Arellano (Mexico)
Vice-Chairman	Mr. Julio Cesar de Souza Pereira (Brazil)

**AIR TRAFFIC MANAGEMENT/COMMUNICATIONS,
NAVIGATION AND SURVEILLANCE SUBGROUP (ATM/CNS/SG)**

**COMMUNICATIONS, NAVIGATION AND SURVEILLANCE COMMITTEE
(CNS/COMM)**

1. Terms of Reference

Review, fine-tune and complete the planning of the CNS systems, recommending its incorporation in the CAR/SAM FASID ANP, based on the application of planning principles developed by the CAR/SAM/3 RAN Meeting, in the global Plan of air navigation for the CNS/ATM systems, on the results of the inter-regional planning and co-ordination and on ICAO SARPs and technical guidelines, related with the coordinated implementation and harmonization of CNS/ATM systems. Also, to study, review and propose measures for the implementation of the CNS systems recommended in the ANP CAR/SAM FASID.

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
CNS/1	General Matters			
CNS/1-1	Review, identify, evaluate and recommend solutions with the necessary priority assignment on the deficiencies of the CNS systems.	A	Permanent	
CNS/1-4	Examine of the CNS systems in other regions, with the aim of contributing to a coordinated and harmonious interregional development, in accordance with the specified guidelines in the CNS/ATM Global Plan.	B	Permanent	
CNS/1-5	Suggest measures for the protection of the radio frequency spectrum management.	A	Permanent	
CNS/2	Communications Developments			
CNS/2-1.1	Continue the guidance and follow-up to the development of the aeronautical digital communication networks and develop regional guidelines for the inter operability between the communication networks of the CAR and SAM Regions and neighbouring areas.	A	31/05/02	29/09/06 01/04/07
CNS/2-1.2.2	Develop regional strategies on the implementation of VDL and HFDL data links.	B	27/06/04	29/09/06
CNS/2-1.2.3	Develop the regional plan for the implementation of VDL and air-ground applications.	B	02/05/05	19/10/07
CNS/2-1.3.1	Develop a strategy for the transition to inter/network ATN services.	A	08/04/03	28/11/05
CNS/2-1.3.2	Review, fine-tune and complete the initial transition plan for the evolutionary development of the ATN and of its applications.	A	07/04/03	29/09/06

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
CNS/2-1.3.3	Guide the development of the ATN addressing plan in accordance with the ICAO principles and technical provisions.	B	02/02/04	28/11/06
CNS/2-1.3.4	Develop plans for the evolutionary implementation of the ground infrastructure of ATN and the development of ground-ground applications such as AIDC and AMHS.	A	08/07/03	29/09/06
CNS/2-1.3.5	Develop recommendations on the initial operational and managerial use of ATN with regard to the implementation of:	A	08/07/03	29/09/06
	a) ground-ground applications; and	A	08/07/03	28/11/06
	b) air-ground applications.	B	02/02/04	30/11/056
CNS/2-1.3.6	Review proposals for data communications infrastructure to support ATFM implementation	B	06/03/06	31/10/07
CNS/2-1.5	Develop a -CAR/SAM regional guidance plan to provide the communications system required for the migration toward the exchange of aeronautical MET messages (METAR/SPECI and TAF) in BUFR code form.	A	18/04/05	22/ 0911/076
CNS/2-2.1	Development of the VHF and HF voice and data communication. Review, refine and complete the VHF and HF Regional Plan (FASID Table CNS 2A).	A	07/01/01	25/10/06
CNS/3	Navigation Developments			
CNS/3-2.1	Review the results of SBAS augmentation trials carried out in the CAR/SAM Regions.	A	02/07/01	30/01/07
CNS/3-2.2	Update the regional strategy for the deployment and implementation of the GNSS augmentation systems.	A	10/11/03	30/06/07
CNS/3.2.3.1	Considerations on the feasibility of regional application, technical aspects, operational benefits, related costs, implementation, implications for the on-board equipment and other relevant aspects.	A	02/06/03	22/06/07
CNS/3.2.3.2	To lead studies on regional implementation alternatives of a SBAS/GBAS system, taking into account the evolution of GNSS.	A	14/03/05	22/ 0911/076
CNS/3-3.1	Update the regional strategy for the migration towards GNSS.	A	03/02/04	29/ 0911/0607
CNS/3-3.2	Develop a nav aids transition plan and introduce pertinent target dates for the GNSS augmentation systems.	A	07/02/05	29/09/ 0608
CNS/3-3.3	Prepare a Regional Plan for the deactivation of NDB stations	A	02/10/06	30/11/07
CNS/3-3.34	Review, fine-tune and complete the regional navigation plan suggesting the relevant amendments to FASID Table CNS 3.	B	02/10/05	09/05/ 07
CNS/4	Surveillance Development			

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
CNS/4-3.1	Develop target dates and strategies for the deployment of the ADS and ADS-B systems.	A	01/07/05	30/11/06
CNS/4-3.2	Studies and recommendation of actions for the sub-regional and regional implementation of the ADS and ADS-B systems.	B	09/03/04	29/09/06
CNS/4-3.4	Develop target dates and strategies for the deployment of the ACAS systems.	B	01/07/05	29/09/06
CNS/4- 41.13.2	Studies and recommendations of actions for the SSR in Mode S, <u>ADS-C, ADS-B and other surveillance systems</u> , sub regional/regional implementation.	B	01/07/05	30/06/11/0607
CNS/4-5	Update and follow-up of the regional plan on surveillance systems. Update FASID Table CNS 4A.	B	01/02/04	30/03/0708
CNS/5	ATM Automation Developments			
CNS/5-1	Develop functional levels and a regional strategy for the implementation of ATM automation.	A	01/04/02	22/09/06
CNS/5-3	Develop guidance material and regional guidelines for data exchange among ATM units taking into consideration the communications platform.	A	17/10/05	26/05/06

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to Priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. Composition

Antigua, Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Cuba, Dominican Republic, Ecuador, France, Haiti, Jamaica, Mexico, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Uruguay, Venezuela, ARINC, COCESNA, IATA, IFALPA and SITA.

The Chairperson and Vice-chairperson designated by the CNS Committee elected in the Fourth Meeting are: Ricardo Bordalí (Chile) and Mrs. Veronica Ramdath (Trinidad and Tobago) respectively.

APPENDIX I**TERMS OF REFERENCE AND WORK PROGRAMME FOR THE ATM COMMITTEE****1. Terms of Reference**

- a) Assist and guide States/Territories/International Organizations of the CAR/SAM Regions in the implementation of programmes related with ATS safety management.
- b) To study, analyze and propose measures that allow the improvement in the areas of airspace organization and management (AOM), air traffic services (ATS), air traffic flow management (ATFM), and search and rescue (SAR) in the CAR/SAM Regions.
- c) To keep informed of and to analyze the guidance material developed on the ATM systems by other ICAO experts groups for its possible adoption in the CAR/SAM Regions.

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
General (GRAL)				
ATM-GRAL/100	Based on the methodology standardized by ICAO Council, identify, assess and report, assigning priorities, the deficiencies in air navigation.	N/A	Permanent	N/A
ATM-GRAL/101	To monitor the corresponding ATM parts of the CAR/SAM Regional CNS/ATM Implementation Plan and to keep it up to date as a working document.	N/A	Permanent	N/A
ATM-GRAL/102	Establish operational requirements for development of ATM automation.	A Together with CNS Committee	September 2002	ATMC/6
ATM-GRAL/103	Identify activities for the implementation of new meteorological services related to both training and the implementation of the new CNS/ATM Systems. Note: Joint MET/ATM Task Force (Decision 6/24 AERMETSG)	B	2005	2009
Airspace Organization and Management (AOM)				
ATM-AOM/202	Develop a Plan for implementing, within the CAR/SAM Regions, aircraft performance based navigation, using ICAO RNAV and RNP concepts.	A	March 2004	Phase II ATMC/7
ATM-AOM/205	Elaboration of an airspace strategic plan for the CAR/SAM Regions.	C	March 2004	ATMC/6

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
ATM-AOM/206	Analyse and evaluate 300 ft or greater large height deviations.	N/A	Permanent	N/A
Air Traffic Flow Management (ATFM))				
ATM-ATFM/400	To plan an Air Traffic Flow Management (ATFM) system with a view to its future implementation in the CAR/SAM Regions.	A	March 2004	ATMC/6
Search and Rescue (SAR)				
ATM-SAR/502	To develop, according to the IAM/SAR manual, a quality assurance programme for the Search and Rescue (SAR) services for future implementation in the CAR/SAM Regions.	B	August 2003	ATMC/6

~~3. Priority~~

- ~~A High priority tasks, on which work should be speeded up.~~
- ~~B Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority A tasks.~~
- ~~C Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority A and B tasks.~~

~~4. Composition~~

~~Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Cuba**, Dominican Republic, Ecuador, France, Guatemala, Haiti, Jamaica, Mexico, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Uruguay*, Venezuela, ARINC, COCESNA, IATA, IFALPA, IFATCA and SITA.~~

- ~~5. *Chairman: Roberto Arca (Uruguay)~~
~~**Vice Chairman: Fidel Ara (Cuba)~~

TERMS OF REFERENCE AND WORK PROGRAMME OF THE ATM COMMITTEE

1. Terms of reference

- a) Assist and guide CAR and SAM States/Territories/International Organisations in the implementation of ATS safety management programmes.
- b) Study, analyse, propose, and do the follow-up of projects that allow the optimisation of Airspace Organisation and Management (AOM), Air Traffic Services (ATS), Air Traffic Flow Management (ATFM), and Search and Rescue (SAR) in the CAR/SAM Regions, with a view to comply with ICAO strategic objectives, based on Global Plan Initiatives (GPI).
- c) Be informed and analyse guidance material prepared on ATM systems by other ICAO experts group for its possible adoption in the CAR and SAM Regions.

<u>Number</u>	<u>Task description</u>	<u>Priority</u>	<u>Date</u>	
			<u>Start</u>	<u>End</u>
<u>General</u>				
<u>ATM-1</u>	<u>Based on the methodology standardised by the ICAO Council, identify, assess, and report air navigation deficiencies, assigning priorities.</u>	<u>N/A</u>	<u>Permanent</u>	<u>N/A</u>
<u>ATM-2</u>	<u>Monitor the corresponding ATM parts of the CAR/SAM Regional CNS/ATM Implementation Plan, and keep them updated as a working document.</u>	<u>N/A</u>	<u>Permanent</u>	<u>N/A</u>
<u>ATM-3</u>	<u>Analyse and evaluate 300 ft or more large-height deviations (LHD)</u>	<u>A</u>	<u>Permanent</u>	<u>N/A</u>
<u>ATM-4</u>	<u>Identify activities for the implementation of new meteorological services related to both training and the implementation of the new CNS/ATM systems.</u> <u>Note: Joint MET/ATM Task Force (AERMETSG Decision 6/24)</u>	<u>B</u>	<u>2005</u>	<u>2009</u>
<u>Performance-based navigation (PBN) - GPI 5, 7, 8, 10, 11, 12, 20, 21</u>				
<u>ATM-5</u>	<u>Prepare an RNAV and RNP implementation project, taking into account the ICAO performance-based navigation concept.</u>	<u>A</u>	<u>PHASE 1</u>	
			<u>2005</u>	<u>2010</u>
			<u>PHASE 2</u>	
			<u>2011</u>	<u>2015</u>

<u>Number</u>	<u>Task description</u>	<u>Priority</u>	<u>Date</u>	
			<u>Start</u>	<u>End</u>
<u>Flexible use of airspace - GPI 1</u>				
<u>ATM-6</u>	<u>Prepare a project for the implementation of the flexible use of airspace, based on the Global Air Navigation Plan guidelines.</u>	<u>B</u>		
<u>Air traffic flow management (ATFM)- GPI 6, 7</u>				
<u>ATM-7</u>	<u>Prepare a project for the implementation of CAR and SAM harmonized inter-regional air traffic flow management (ATFM), based on the Global Air Navigation Plan guidelines.</u>	<u>A</u>	<u>2006</u>	<u>2015</u>
<u>ATM automation - GPI 6, 7, 9, 17, 18, 19</u>				
<u>ATM-8</u>	<u>Develop a project for the implementation/integration of ATM automated systems, based on Global Air Navigation Plan guidelines</u>	<u>Together with CNSC</u>	<u>2006</u>	<u>2005</u>
<u>Search and rescue</u>				
<u>ATM-9</u>	<u>Develop a quality assurance programme for search and rescue services (SAR), according to the IAM/SAR manual, for its future implementation in the CAR/SAM Regions.</u>	<u>B</u>	<u>August 2003</u>	<u>ATMC/6</u>

* Chairman: Roberto Arca (Uruguay)

** Vice-Chairman: Fidel Ara (Cuba)

APPENDIX I

HUMAN RESOURCES AND TRAINING SUBGROUP (HRT/SG)

1. Terms of reference

- a) To promote and follow-up the implementation of the CAR/SAM Regional Air Navigation Plan and to place special emphasis on identifying, evaluating and proposing, according to established procedures, the corresponding corrective actions to the deficiencies affecting the safety of air operations attributable to human resource development.
- b) To carry out permanent coordination with GREPECAS contributory bodies in order to ensure appropriate integration of all tasks contributing to implementation of the CAR/SAM Regional Air Navigation Plan.
- c) Determine regional requirements for training and the capacity of the Regions to meet the demand for skilled human resources necessary to implement the facilities and services specified in the ANP.
- d) Study and develop comprehensive regional plans to address professional/technical training of aeronautical personnel, incorporating human factors principles.
- e) Harmonize and consolidate quality assurance programmes for training in the air navigation field.

2. Work Programme

Tasks	Priority	Completion
1) Identify training needs and types of training to implement the facilities and services specified in the ANP.		
2) Gather information and evaluate training required within the Regions.		
3) Determine regional training capabilities required.		
4) Develop a planning process for rectifying shortcomings in training capacity within the Regions.		
5) Formulate a plan for the establishment of regional training capabilities.		
6) Establish a timetable for training programmes in accordance with the ANP.		
7) Update information about existing training capabilities within the Regions.		
8) Gather and evaluate existing human factors and development guidance material.		
9) Refer urgent (U) priority deficiencies, with proposed corrective action, to the Aviation Safety Board.		

3. **Priority**

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should be begun as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should be begun as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. **Composition**

Argentina, Brazil, Chile, Colombia, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Uruguay, Venezuela and COCESNA.

5. **Chairperson**

The Chairperson will be designated by the Subgroup at its first meeting.

APPENDIX J

TASK FORCE ON INSTITUTIONAL ASPECTS

1. Terms of Reference

- a) ~~Considering~~Based on the new ATM operational concept approved by the Eleventh Air Navigation Conference as athe global framework for the implementation of ATM systems, study the actions ~~adopted~~taken by the ICAO Council, ~~as well as and~~ by some States, ~~on regarding the~~ institutional aspects for the implementation of these ~~aforementioned~~ systems in the CAR/SAM Regions.
- b) Taking into account the performance objectives for the ATM improvements identified in the CAR/SAM Regions in keeping with the Global Plan, Ssuggest ~~methods-measures~~ to assist the States ~~of the CAR and SAM Regions~~ that so require, in the ~~development~~ conduction of cost/benefit analyses ~~, as well as in the and~~ economic, financial, legal and administrative studies ~~relevant to their concerning~~ technical and operational projects for the implementation of CNS/ATM systems.
- c) Analyze, as necessary, those aspects of the CAR/SAM Regional Air Navigation Plan that would require multinational arrangements.

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
TF-IA/1	Considering <u>Taking into account</u> the new ATM operational concept, <u>as well as the performance objectives for the ATM improvements identified in the CAR/SAM Regions in keeping with the Global plan,</u> develop orientation and application proposals for the CAR/SAM Regions, <u>based on the global action taken</u> of the actions of global nature on the institutional aspects adopted by the ICAO Council, as well as and by some States <u>on institutional aspects</u> .	B	As of new edition of CNS/ATM Global Plan	
TF-IA/2	Identify, based on the CAR/SAM Air Navigation Plan, scenarios with the corresponding elements that require institutional arrangements of multinational nature for their implementation.	A		Completed
TF-IA/32	<u>Taking into account the performance objectives for the ATM improvements identified in the CAR/SAM Regions and the Global Plan, develop guidance material</u> Develop orientations with regional guidelines to assist CAR/SAM States in the development <u>conduction</u> of cost/benefit studies-analyses for <u>the</u> institutional arrangements of the identified multinational facilities/ services <u>identified</u> .	A		2007

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
TF-IA/ 43	Develop consensus proposals for <u>the coordination of financial, and administrative arrangements</u> and other relevant arrangements for the provision of services for the implementation of multinational ATM systems.	A	It is necessary to progress with TF-IA/3 <u>Follow up on the application of the Constituent Agreement for the implementation of an RMO</u>	
TF-IA/ 54	Determine the elements that require legal arrangements on the institutional aspects identified in d) above the previous item, and provide guidelines facilitating it <u>to facilitate their implementation.</u>	A		200 <u>78</u>
TF-IA/ 65	On the basis of <u>Based on the</u> available material, develop a <u>strategy for the implementation of multinational facilities./services implementation strategy</u>	A	2006	200 <u>78</u>
TF-IA/ 76	Study the most appropriate way for the presentation of <u>reflecting</u> multinational facilities/ services in the FASID in order to facilitate their identification, description and processing of future amendments.	B		200 <u>78</u>

3. Composition

Argentina, Brazil, Chile, Colombia, Cuba, Peru, United States, Venezuela and COCESNA.

4. Rapporteur

Mr. Eduardo Rodino (Argentina)