



International Civil Aviation Organization

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

Sixth Meeting of the Air Traffic Management / Communications, Navigation and Surveillance Subgroup (ATM/CNS/SG/6)

Boca Chica, Dominican Republic, 30 June - 4 July 2008

ATM/CNS/SG/6 - WP/02

09/06/08

Agenda Item 1: Examination of the ATM and CNS matters revised by the Air Navigation Commission discussed during the GREPECAS/14 Meeting.

REVISION MADE BY THE AIR NAVIGATION COMMISSION ON THE GREPECAS/14 MEETING REPORT

(Presented by the Secretariat)

SUMMARY

This working paper presents information on the matters discussed by the Air Navigation Commission (ANC) concerning the results of the GREPECAS/14 meeting. Action by the ATM/CNS/SG/6 meeting is indicated in para. 3 below.

References:

- GREPECAS/14 Meeting Report
- GREPECAS procedure Handbook
- ATM/CNS/SG/5 Meeting Report

1. Introduction

1.1 As normal practice of Council PIRGs, GREPECAS meeting results were documented by the Secretariat on a specific Council Working Paper for Council revision based on an previous assessment made by the Air Navigation Commission. In accordance with the revised established procedure dated 20 march 2006, PIRGs reports are not more presented to the Council unless the Commission deems it necessary for the Council to take action on any of the Conclusions. In this regard, the ANC in revising the GREPECAS/14 meeting Report, as there were no specific items that required Council's action, it was not submitted to the Council.

2. Analysis

2.1 The GREPECAS/14 meeting was held in San Jose, Costa Rica, from 16 to 20 April 2007, and formulated 64 Conclusions/Decisions. The ANC, during its 177 Session, reviewed on 7 February 2008 the GREPECAS/14 Meeting Report based on the review made by its Working Group on Regional Plans (WG/RPL) on 21 November 2007. Out of the 64 outputs, 22 were selected either due to their importance or because they call for specific action by ICAO.

2.2 Based on the above, an Action Plan was developed, and **Appendix A** to this Working Paper presents the pertinent parts to the CNS/ATM issues considered by the Commission. It should be noted that the corresponding Conclusions/Decisions considered by the ANC are linked with the ICAO Strategic Objectives.

3. Discussion

3.1 The meeting should be noted that the Action Plan outlined in Appendix A defines specific responsibilities, deliverables and reporting/completion target dates for each selected GREPECAS/14 output. Concerning ICAO Secretariat, the Commission requested the Secretary General to take specific actions on the Conclusions on the meeting in conformity with the ICAO approved Business Plan. In this regard the corresponding Regional Offices (NACC and SAM) are taking the actions to include the follow up task in their working plans.

3.2 The meeting should note the below indicated specific matters pointed out by the Commission WG/RPL concerning Air Traffic management:

a) *Large height deviations*: The WG/RPL noted with concern that practically all of the ICAO Regions are experiencing large height deviations in the implementation of reduced vertical separation minimum (RVSM). In this respect, the WG/RPL fully supported the initiative of GREPECAS (Conclusion 14/45 refers) in providing necessary training to its States and called upon ICAO to extend the offer of similar training seminars to all the remaining Regions. Furthermore, the WG/RPL noted that Separation and Airspace Safety Panel (SASP) was developing offset procedures to be used beyond oceanic and remote area where they are currently authorized. These procedures reduce the probability of collisions in situations of vertical overlap due to large height deviations.

b) *Safety assessment in terminal areas*: Supporting the proposal of GREPECAS for the development of a common methodology for safety assessment in terminal areas, the WG/RPL endorsed Conclusion 14/47 and called upon the Secretary General to undertake this task as part of the work programme of SASP. The WG/RPL was informed that the task is already under consideration by SASP.

c) *Catalogue of ATS contingency plans*: Recognizing that the approach of GREPECAS in Conclusion 14/50 is consistent with Strategic Objective E: Continuity — *Maintain the continuity of aviation operations*, the WG/RPL congratulated GREPECAS on the development of model regional catalogue of air traffic services (ATS) contingency plans and encouraged the States of CAR and SAM Regions to provide their information for incorporation into this new catalogue.

d) *Performance objectives of the CAR and SAM Regions*: The WG/RPL complimented GREPECAS on its initiative for developing the Regional Performance Framework (Conclusion 14/51 refers) and requested the Secretariat to continue providing requisite guidance to the Regions for the formulation regional performance objectives consistent with the Global Air Navigation Plan (GANP).

4. Suggested action

4.1 The meeting is invited to note the revision made by the Commission on the GREPECAS/14 Meeting Report, the specific action established by the Commission in connection with the selected Conclusions/Decisions in the ATM and CNS fields, and their relation with the responsibilities of the States/Territories/International Organizations and ICAO.

APPENDIX A

**GREPECAS/14 MEETING
Conclusions/Decisions — Action to be taken by the Air Navigation Commission**

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
<p align="center">C 14/44</p> <p align="center">D</p>	<p align="center">ESTABLISHMENT OF AN ACTION PLAN FOR THE INTERFACE OF ATM AUTOMATED SYSTEMS</p>	<p>That CAR/SAM States/Territories/Intl Organizations, formulate an action plan to interface ATM automated systems, which includes:</p> <p>a) the assignment of an expert as point of contact to carry out regional coordination work for the interface of ATM automated systems;</p> <p>b) the analysis of the current service level provided by ATS automated systems, as well as requirements to satisfy future operational applications of the ATM community using the Table of ATS Operational Requirements for Automated Systems, included in Appendix 4B to this part of the Report; and</p> <p>c) document the action plan and share best practices and experiences with other States/Territories/Intl Organizations, as required.</p>	<p>Designate points of contact</p> <p>The analysis of the current service level</p> <p>Develop action plan</p>	<p>States/ Territories/ intl orgs</p> <p>States/ Territories/ intl orgs</p> <p>States/ Territories/ intl orgs</p>	<p>Action Plan for the interface of ATM automated systems</p>	<p>Noted.</p>	<p align="center">Dec. 2008</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
<p style="text-align: center;">C 14/45 D</p>	<p style="text-align: center;">TRAINING ON THE ANALYSIS OF LARGE HEIGHT DEVIATIONS (LHD)</p>	<p>That, taking into account the need to have qualified experts available to assist in the activities of the GTE, the CAR and SAM States/Territories/Intl Organizations:</p> <p>a) support training on analysis of Large Height Deviations as part of regional activities;</p> <p>b) send technical experts to the training sessions envisaging those experts becoming regular participants of the GTE; and</p> <p>c) that ICAO take the necessary actions to coordinate GTE training sessions in each Region.</p>	<p>Support training</p> <p>Send technical experts to training sessions</p> <p>Coordinate training sessions</p>	<p>States/ Territories/ intl orgs</p> <p>States/ Territories/ intl orgs</p> <p>ICAO NACC and SAM Regional Offices</p>	<p>Experts trained</p> <p>Training sessions</p> <p>State letter</p>	<p>a) Noted.</p> <p>b) Noted.</p> <p>c) Called upon the Secretariat to extend the offer of similar training seminars to all the remaining Regions.</p>	<p>Nov. 2008</p> <p>Nov. 2008</p> <p>2009</p>
<p style="text-align: center;">C 14/46 D</p>	<p style="text-align: center;">CAR/SAM ROADMAP FOR PBN</p>	<p>That States/Territories and Intl Organizations adopt and apply the CAR/SAM Roadmap for PBN as shown in Appendix XX to this part of the report.</p>	<p>Apply the Road Map for PBN</p>	<p>States/Territories / intl orgs</p>	<p>Harmonized implementation of PBN</p>	<p>Noted.</p>	<p>Short term 2010 Medium term 2011/2015</p>
<p style="text-align: center;">C 14/47 D</p>	<p style="text-align: center;">SAFETY ASSESSMENT SEMINARS AND METHODOLOGY</p>	<p>That ICAO:</p> <p>a) promote seminars related to safety assessments, aiming at the preparation of personnel to work in the future PBN implementation;</p> <p>b) encourage safety airspace and separation panel (SASP) to develop a common methodology for safety assessment in terminal areas.</p>	<p>Coordinate safety assessment activities</p> <p>Develop a common methodology for safety assessment in TMA</p>	<p>ICAO NACC and /SAM Regional Offices</p> <p>ICAO HQ</p>	<p>Safety assessment seminars</p> <p>Common methodology for safety evaluations in TMA</p>	<p>a) Noted.</p> <p>b) Called upon the Secretariat to undertake this task through SASP.</p>	<p>2008</p> <p>2010</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/49 C, D	ADOPTION OF THE CAR AND SAM ATFM CONCEPT OF OPERATIONS (ATFM CAR/SAM CONOPS)	<p>That the CAR and SAM States/Territories and Intl Organizations:</p> <p>a) adopt the CAR and SAM ATFM Concept of Operations (ATFM CONOPS) shown in Appendix X to this part of the report; and</p> <p>b) establish a work program to enable the implementation of the ATFM CONOPS.</p>	<p>To adopt CAR/SAM ATFM CONOPS</p> <p>To establish a work programme for ATFM implementation</p>	<p>States/ Territories/ intl orgs</p> <p>States/ Territories/ intl orgs</p>	CAR/SAM CONOPS	Noted.	Dec. 2008
C 14/50 D, E	CATALOGUE OF CAR/SAM ATS CONTINGENCY PLANS	<p>That:</p> <p>a) the model Catalogue of CAR/SAM ATS contingency plans, shown in Appendix Y to this part of the report, is adopted; and</p> <p>b) CAR/SAM States/Territories/International Organization send the updated information to ICAO, before 1st July 2007, for its inclusion in said document.</p>	<p>Adoption of Model Catalogue</p> <p>To send information to NACC and SAM Regional Offices</p>	<p>GREPECAS</p> <p>States/ Territories/ intl orgs</p>	<p>Model adopted</p> <p>ATS contingency plan Catalogue completed</p>	Noted, and appreciated the efforts of GREPECAS.	<p>Adopted by GREPECAS in April 2007</p> <p>Nov. 2008</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
<p style="text-align: center;">C 14/51 D</p>	<p style="text-align: center;">RE-ORGANIZATION OF THE WORK PROGRAMMES TO SUPPORT THE ATM PERFORMANCE OBJECTIVES FOR THE CAR AND SAM REGIONS</p>	<p>That, to support the evolution from a system-based towards a performance-based approach for the planning and implementation of air navigation infrastructure:</p> <p>a) CAR/SAM States, Territories and International Organizations take the necessary actions to develop and implement national ATM work programmes in accordance with the performance objectives; and</p> <p>b) ICAO continue the coordination to re-organize the CAR/SAM ATM Work Programmes in accordance with the new Global Plan Initiatives (GPI) and to support ICAO Strategic Objectives.</p>	<p>Develop and implement an ATM work programme oriented to performance objectives</p> <p>Reorganize the ATM programme according with the GPIs and ICAO Strategic Objectives</p>	<p>States/ Territories/ intl orgs</p> <p>ICAO NACC and SAM Regional Offices</p>	<p>Harmonized ATM performance objectives implemented</p> <p>ATM work programme aligned with performance objectives and ICAO Strategic Objectives</p>	<p>Noted and requested the Secretariat to continue providing requisite guidance to the Regions for the formulation regional performance objectives.</p>	<p>Dec. 2009</p> <p>Oct. 2008</p>
<p style="text-align: center;">C 14/52 D</p>	<p style="text-align: center;">REVIEW FOR THE ADOPTION OF THE MEMORANDUM OF UNDERSTANDING AND IMPLEMENTATION OF THE ACTION PLAN FOR THE MEVA II / REDDIG INTERCONNECTION</p>	<p>That in order to implement the interconnection of the VSAT MEVA II and the organization of the REDDIG networks, the Member States/Territories/International Organizations of these networks:</p> <p>a) study and review the feasibility to adopt the Memorandum of Understanding (MoU); and</p> <p>b) approve and implement the tasks related to the Action Plan presented in Appendix B to this part of the report.</p>	<p>Review and adopt the MoU</p> <p>Implement the Action Plan</p>	<p>States and intl orgs</p> <p>States and intl orgs</p>	<p>Signed MoU</p> <p>Implementation of interconnection</p>	<p>Noted.</p>	<p>March 2008</p> <p>March 2008</p>
<p style="text-align: center;">D 14/55 D</p>	<p style="text-align: center;">APV I CAPABILITY AS A MINIMUM PERFORMANCE REQUIREMENT FOR THE CAR/SAM REGIONAL SBAS IMPLEMENTATION</p>	<p>That in order to coordinate the initiatives and projects for the SBAS solutions proposed for the CAR/SAM Regions, the CNS Committee must keep in mind that they be capable of achieving at least APV I capability.</p>	<p>Development of SBAS solution</p>	<p>CNS Committee of GREPECAS</p>	<p>SBAS solution</p>	<p>Noted.</p>	<p>Aug. 2008</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/56 D	PROGRESSIVE DEACTIVATION OF NDB STATIONS	<p>That in order to develop progressive deactivation of NDB Stations without affecting safety, States, Territories, International Organizations and airspace users:</p> <p>a) analyse the service provided by each NDB station, its function, procedural existence with other aids such as VOR/DME, GNSS-RNAV, as well as the aircraft capacity/development that operate in serviced airspace;</p> <p>b) based on the analysis described in item a) above and in the Table format included in the Appendix AF to this part of the Report, develop a plan for the progressive deactivation of NDB stations; and</p> <p>c) inform the corresponding ICAO NACC or SAM Regional Office regarding their respective plan for the progressive deactivation of NDB stations before 30 November 2007.</p>	Analyse the service provided by each NDB station and develop a plan for the progressive deactivation of NDB stations	States and intl orgs	A plan for progressive deactivation of NDB stations	Noted.	July 2008
D 14/57	DEVELOPMENT OF A REGIONAL PLAN FOR THE PROGRESSIVE DEACTIVATION OF NDB STATIONS	<p>That the CNS Committee:</p> <p>a) prepare a regional plan for the progressive deactivation of NDB stations, taking into account the responses received from States, Territories, International Organizations and airspace users, Conclusion 14/X and the Table presented in the Appendix AF to this part of the Report; and</p> <p>b) based on the results of item a) above, propose the corresponding amendments to Table CNS 3 of the FASID.</p>	<p>Prepare a regional plan for the progressive deactivation of NDB stations</p> <p>Proposed amendment</p>	CNS Committee of GREPECAS	<p>NDB stations regional deactivation plan</p> <p>Proposal of amendment</p>	Noted.	<p>Aug. 2008</p> <p>Dec. 2008</p>

* **Note:** ICAO has established the following Strategic Objectives for the period 2005-2010:

A: Safety - *Enhance global civil aviation safety;*

B: Security - *Enhance global civil aviation security*

C: Environmental Protection - *Minimize the adverse effect of global civil aviation on the environment*

D: Efficiency - *Enhance the efficiency of aviation operations*

E: Continuity - *Maintain the continuity of aviation operations*

F: Rule of Law - *Strengthen law governing international civil aviation*

— END —