



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) - ATM Committee**

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

ATM/COMM/6 - WP/10

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**Agenda Item 3: Review of Deficiencies and Pending Conclusions/Decisions of GREPECAS Mechanism in the ATM and SAR Fields**

**OUTSTANDING GREPECAS CONCLUSIONS/DECISIONS IN THE ATM AND SAR FIELDS**

(Presented by the Secretariat)

**Summary**

This Working Paper presents the current status of the GREPECAS Conclusions related to the ATM and SAR Fields. The ATM Committee is to review the status of the actions adopted up to this date and to prepare an update to be transmitted to GREPECAS/15.

**References:**

- GREPECAS/14 Meeting (San José, Costa Rica from 16 to 20 April 2007).
- GREPECAS Procedural Handbook.

**1. Background**

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

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

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

**valid**  
**completed**  
**superseded**

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understood as that conclusion or decision maintaining its validity; **completed**, that which has been concluded; and **superseded**, that which has been substituted by another conclusion, decision or recommendation.

**2. Discussion**

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

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

**3. Suggested Action**

3.1 The ATM Committee is invited to:

- a) Review the ATM and SAR GREPECAS Conclusion/Decision list; and
- b) Update the status of each of these Conclusions to be transferred to GREPECAS/15 through the appropriate mechanisms.

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**ANALYSIS OF THE OUTSTANDING GREPECAS CONCLUSIONS/DECISIONS IN THE ATM/SAR FIELDS**

CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
<p><b>CONCLUSION 12/9                    IMPLEMENTATION OF SIDs AND STARs</b></p> <p>That States/Territories/International Organizations implement standard arrivals and departures (SIDs and STARs) to link origin and destination aerodromes, as well as intermediate airports that make use of CAR/SAM RNAV routes.</p>	<p>States/International Organizations</p>	<p>Target date for implementation: GREPECAS/14 SID and STARs required for connection with RNAV routes have been implemented in several airports. RNAV/GNSS course and basic courses with regional institutions have been coordinated.</p>	<p><b>Valid</b></p>
<p><b>CONCLUSION 12/10                    USE OF REPORTING POINT AND ATS ROUTE DESIGNATORS</b></p> <p>That CAR/SAM Regions States/Territories/International Organizations:</p> <p>a) use only those designators for the identification of reporting points and ATS routes that have been assigned by the corresponding ICAO Regional Office; and</p> <p>b) when one or more designators for the identification of reporting points or ATS routes are deleted, the corresponding Regional Office should be informed, in order to re-incorporate them in the database, and be re-assigned in due time and fashion.</p>	<p>States/International Organizations and RO's</p>	<p>The preparation of an ICARD database at a worldwide level shall enable States to select five-letter name codes (5LNC) from the above mentioned and the intervention of the corresponding Regional Offices will be limited to the authorization, rejection and/or updating of such database.</p>	<p><b>Completed</b></p>
<p><b>CONCLUSION 12/31                    REGIONAL STRATEGY FOR THE INTEGRATION OF ATM AUTOMATED SYSTEMS</b></p> <p>That,</p> <p>a) in view of a Regional Strategy for the integration of ATM automated systems, the CAR/SAM States/Territories/International Organizations:</p> <p>1. Define an action plan, in coordination with ICAO NACC and SAM Regional Offices for the integration of ATM automated systems using the strategy described in <b>Appendix K</b> to this part of the Report; and</p> <p>2. Submit to the ICAO NACC and SAM Regional Offices their Action Plan for the integration of ATM automated systems; and</p> <p>b) the RLA/98/003 Regional Project consider this strategy in the preparation of the guidance material as support to GREPECAS mechanism on this matter.</p>	<p>States/International Organizations</p>	<p>The CAR/SAM Regions have established a regional strategy for the integration of ATM automated systems in line with the strategy approved by GREPECAS.</p>	<p><b>Completed</b></p>

CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
<p><b>CONCLUSION 12/32      ADS-B IMPLEMENTATION IN THE CAR/SAM REGIONS</b></p> <p>That the States/Territories/International Organizations of the CAR/SAM Regions that plan to implement ADS-B, coordinate with the ICAO NACC and SAM Regional Offices so as to ensure a harmonized implementation of this technology in the CAR/SAM Regions.</p>	States/International Organizations	CAR/SAM Regions have established a surveillance systems implementation strategy which includes ADS-B implementation.	<b>Completed</b>
<p><b>CONCLUSION 13/61      MEASURES TO REDUCE OPERATIONAL ERRORS IN THE ATC COORDINATION LOOP BETWEEN ADJACENT ACCs</b></p> <p>That, taking into account the impact that operational errors in the ATC coordination loop between adjacent ACCs have on safety, the CAR/SAM States/Territories/International Organizations agree:</p> <p>a) to adopt, as a matter of urgency, the appropriate measures described in <b>Appendix AI</b> to this part of the Report, in order to reduce LHDs caused by errors in ATC-unit-to-ATC-unit traffic coordination messages by at least 50% by <b>December 2005</b>, with a view to reaching the optimum operational efficiency;</p> <p>b) to continue with the efforts and programmes in order to reach 100% operational efficiency of their ATC coordination; and</p> <p>c) that ICAO coordinate, assist in, a follow-up the implementation of such remedial action and report the results of the effort to reduce this error to the 6<sup>th</sup> Meeting of the ATM Committee.</p>	States/Territories and International Organizations	Target date for implementation: GREPECAS/15 States/Territories and International Organizations continue to be encouraged to take appropriate measures in order to reduce operational errors. However, the optimum level has not been reached in the coordination cycle.	<b>Valid</b>
<p><b>CONCLUSION 13/66      NATIONAL PLANS FOR ATFM IMPLEMENTATION IN THE CAR/SAM REGIONS</b></p> <p>That, in order to achieve an integrated, harmonious and timely implementation, the CAR/SAM civil aviation administrations closely follow-up on the regional development of AFTM and, at the most convenient time, develop a national plan for ATFM implementation compatible with the Caribbean and South American Regions AFTM implementation programmes.</p>	States/Territories and International Organizations	Target date for implementation: GREPECAS/15. CAR and SAM States are developing their national plans.	<b>Valid</b>

CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
<p><b>CONCLUSION 13/68                    ATM CONTINGENCY PLANS FOR THE CAR/SAM REGIONS</b></p> <p>That CAR/SAM States/Territories/International Organizations that have not yet done so:</p> <p>a)        develop their ATM contingency plans for their airspace under their jurisdiction;</p> <p>b)        establish bilateral or multi-lateral agreements with States/Territories/International Organizations responsible for the adjacent airspace, in coordination with the ICAO Regional Offices, in order to develop an ATM Contingency Plan, using the guidelines presented in <b>Appendix AO</b> to this part of the Report; and</p> <p>c)        send to the corresponding ICAO Regional Office a copy of their ATM Contingency Plan by <b>30 June 2006</b>.</p>	<p>States/Territories and International Organizations</p>	<p>CAR/SAM States have prepared and harmonized their respective contingency plans and the pertinent information has been included in the corresponding catalogue.</p>	<p><b>Completed</b></p>
<p><b>CONCLUSION 13/93                    FOLLOW UP OF ATM DEFICIENCIES</b></p> <p>That ICAO, together with IATA, IFALPA and IFATCA, prepare a survey to follow-up and verify the status of the deficiencies related to aeronautical phraseology and the use of the English language in the CAR/SAM Regions.</p>	<p>States/Territories and International Organizations</p>		<p><b>Completed</b></p>
<p><b>CONCLUSION 14/4                    SMS IMPLEMENTATION AND INSTRUCTOR TRAINING COURSES</b></p> <p>That the States, when planning SMS implementation:</p> <p>a)        assign high priority to the implementation of these programmes; and</p> <p>b)        when receiving training on safety management systems through the ICAO training programme, designate instructors to receive training courses with a view to the effective implementation of SMS in keeping with ICAO SARPS.</p>	<p>States</p>	<p>ICAO NACC and SAM Offices have provided SMS Courses and have trained instructors in most States.</p>	<p><b>Completed</b></p>

CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
<p><b>CONCLUSION 14/43      AGREEMENTS      FOR      ATM AUTOMATED      SYSTEM INTERFACE</b></p> <p>That CAR/SAM States/Territories/International Organizations:  }a) take into account technical feasibility studies and operational benefits, and coordinate the establishment of bilateral and multilateral agreements for the interface of automated systems between adjacent units;  b) use guidance material specified as the “<i>Interface Control Document for Data Communications between ATS Units in the Caribbean and South American Regions (CAR/SAM ICD)</i>,” included in Appendix 4A to this part of the Report, keeping in mind that:  i) ICAO guidance material contained in said document is applicable at the regional level;  ii) material within the document that does not comply with ICAO guidelines should be used only as a reference and should be agreed to on a bilateral or multilateral basis as required; and  c) the automated facilities that have another interface can use this advantage in order to link their systems under bilateral or multilateral agreements.</p>	States	Target date for implementation: GREPECAS/16.	<b>Valid</b>
<p><b>CONCLUSION 14/44      ESTABLISHMENT OF AN ACTION PLAN FOR THE INTERFACE OF ATM AUTOMATED SYSTEMS</b></p> <p>That CAR/SAM States/Territories/International Organizations formulate an action plan to interface ATM automated systems, which includes:  a) the assignment of an expert as point-of-contact to carry out regional coordination for the interface of ATM automated systems;  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  c) document the action plan and share best practices and experiences with other States/Territories/International Organizations, as required.</p>	States, ICAO, Scrutiny Group (GTE)	Target date for implementation: GREPECAS/16. Some States/Territories and International Organizations have formulated action plans for the interface of automated systems.	<b>Valid</b>

CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
<p><b>CONCLUSION 14/45 TRAINING ON THE ANALYSIS OF LARGE HEIGHT DEVIATIONS (LHD)</b></p> <p>That in view of the need to have qualified experts for the activities of the Scrutiny Task Force (GTE), the CAR and SAM States/Territories/International Organizations:</p> <p>a) support training on the analysis of Large Height Deviations as part of regional activities;</p> <p>b) send technical experts to training sessions with a view to their regular participation in the GTE; and</p> <p>c) that ICAO take the necessary action to coordinate GTE training sessions in each Region.</p>	States/Territories and International Organizations	ICAO, with the support of the GTE, has carried out during 2007 a training course in each one of the Regions.	<b>Completed</b>
<p><b>CONCLUSION 14/46 CAR/SAM ROADMAP FOR PBN</b></p> <p>That States/Territories/International Organizations adopt and apply the CAR/SAM PBN Roadmap shown in <b>Appendix W</b> to this part of the Report.</p>	ICAO	States/Territories and International Organizations have adopted the CAR/SAM ROADMAP for PBN.	<b>Completed</b>
<p><b>CONCLUSION 14/47 SAFETY ASSESSMENT SEMINARS AND METHODOLOGY</b></p> <p>That ICAO:</p> <p>a) promote seminars on safety assessment to train personnel for working in the future implementation of PBN;</p> <p>b) encourage the Separation and Airspace Safety Panel (SASP) to develop a common terminal area safety assessment methodology.</p>	States/Territories and International Organizations	Target date for implementation: GREPECAS/15 Seminars and courses on safety assessment methodology have been held in both Regions.	<b>Completed</b>
<p><b>CONCLUSION 14/48 ATFM OPERATIONAL AGREEMENTS</b></p> <p>That CAR/SAM States/Territories/International Organizations that so require and that have not yet done so, revise their bilateral operational agreements between ATS units by <b>30 November 2008</b>, to include demand/capacity balancing measures.</p>	States/Territories and International Organizations	Target date for implementation: GREPECAS/16.	<b>Valid</b>

CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
<p><b>CONCLUSION 14/49      ADOPTION OF THE CAR/SAM ATFM OPERATIONAL CONCEPT</b></p> <p>That CAR/SAM States/Territories and International Organizations:</p> <p>a) adopt the CAR/SAM ATFM Operational Concept (ATFM CONOPS) shown in <b>Appendix X</b> to this part of the Report; and</p> <p>b) establish a work programme for the implementation of the ATFM CONOPS.</p>	<p>States/Territories and International Organizations</p>	<p>Target date for implementation: GREPECAS/15</p> <p>CAR and SAM States/Territories and International Organizations have adopted ATFM CONOPS and have established an implementation strategy.</p>	<p><b>Completed</b></p>
<p><b>CONCLUSION 14/50      CATALOGUE OF CAR/SAM ATS CONTINGENCY PLANS</b></p> <p>That:</p> <p>a) the model Catalogue of CAR/SAM ATS Contingency Plans, shown in <b>Appendix Y</b> to this part of the Report be adopted; and</p> <p>b) CAR/SAM States/Territories/International Organizations forward updated information to ICAO by 1 July 2007, on the current status of their contingency plans, point of contact, and a general description of facilities and services guaranteeing continuity for inclusion in said document.</p>	<p>States/Territories and International Organizations</p>	<p>CAR/SAM States have finalized and incorporated essential points within the Contingency Plans Catalogue.</p>	<p><b>Completed</b></p>
<p><b>CONCLUSION 14/51      RE-ORGANIZATION OF WORK PROGRAMMES TO SUPPORT ATM PERFORMANCE OBJECTIVES FOR THE CAR/ SAM REGIONS</b></p> <p>That to support the transition from a system-based to a performance-based approach for the planning and implementation of air navigation infrastructure:</p> <p>a) CAR/SAM States/Territories/International Organizations take the necessary action to develop and implement national ATM work programmes in accordance with the performance objectives of the ATM Committee; and</p> <p>b) ICAO continue coordination of the re-organization of CAR/SAM ATM Work Programmes in accordance with the new Global Plan Initiatives (GPIs), and in support of ICAO Strategic Objectives.</p>	<p>States/Territories and International Organizations</p>	<p>Target date for implementation: GREPECAS/16</p> <p>The work programme has been organized taking into account performance objectives and States have prepared ATM national work programmes according to the performance objectives of the ATM Committee.</p>	<p><b>Valid</b></p>