



International Civil Aviation Organization

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

Sixth Meeting of the CNS Committee of the GREPECAS ATM/CNS Subgroup (CNS/COMM/6)

Santo Domingo, Dominican Republic, 30 June to 4 July 2008

CNS/COMM/6-WP/14

20/05/08

Agenda Item 4: Review of CNS deficiencies and other general matters

4.2 Review and update of outstanding GREPECAS conclusions/decisions concerning CNS

(Presented by the Secretariat)

SUMMARY	
This working paper contains a proposal and an analysis of the status of GREPECAS conclusions in the CNS area, indicating the action taken to date and reporting on the progress made by the CNS Committee with regard to each conclusion.	
References: <ul style="list-style-type: none">• Report of the GREPECAS/14 meeting, San José, Costa Rica, 16-20 April 2007;• GREPECAS Procedural Manual; and• AN-WP/8298.	
Strategic Objectives:	<i>This working paper is related to Strategic objectives A and D.</i>

1. Background

1.1 The GREPECAS Procedural Manual stipulates that actions adopted by the Group should be recorded in the form of conclusions and/or decisions. Conclusions concern matters that, according to the terms of reference of the Group, deserve direct attention from the States or require further action by the Secretary, in keeping with established procedures. Decisions refer only to matters concerning internal work arrangements of the Group and its contributory bodies.

1.2 Furthermore, according to this Procedural Manual, GREPECAS should, at each meeting, review the status of implementation of its conclusions and decisions in order to keep them updated and their number as small as possible on the basis of the progress made, classifying them into valid, finalised or superseded.

1.3 The Air Navigation Commission (ANC), through its Regional Plans Task Force, on 4 February 2008, reviewed the report of the GREPECAS/14 meeting through working paper AN-WP/8298, paying special attention to the conclusions and decisions.

2. **Discussion**

2.1 Taking into account the regional situation and the action taken by the ICAO Air Navigation Commission, the **Appendix** to this working paper presents the outstanding conclusions and decisions, together with comments about the progress made on each. The Appendix also contains the valid decisions of the CNS Committee.

3. **Actions suggested**

3.1 The Meeting is invited to:

- a) take note of the information contained in this working paper;
- b) analyse the proposal to update GREPECAS conclusions in the CNS area, as well as the status of the decisions formulated by the CNS Committee that are set forth in the Appendix to this working paper, and make the appropriate changes;
- c) send the proposal for the update of conclusions and decisions to the GREPECAS/15 meeting through the appropriate mechanisms; and
- d) suggest any other action as appropriate.

FOLLOW-UP TO VALID CNS RELATED GREPECAS CONCLUSIONS/DECISIONS

Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Target Date for Implementation	Follow-up Action	Recommended Status
Conclusion 10/32	<p>UPDATING AND PUBLICATION OF NATIONAL LEGISLATION/REGULATIONS AUTHORIZING THE USE OF GNSS</p> <p>That, CAR/SAM States/International Organizations:</p> <p>a) that have not done so yet, publish or update, as soon as possible, an AIC on their legislation/regulation, authorizing the use of GNSS as a primary/supplementary means of navigation for terminal area and en-route operations in their respective airspace, also specifying equipment, certification, and training requirements; and</p> <p>b) that have already established the operational use of GNSS, exchange information on their operational experience with other States/International Organizations in order to enhance the regional knowledge.</p>	States/ International Organization	2009	<p>The majority of the CAR/SAM States have updated and published their national legislation/regulations for the use of GNSS.</p> <p>It is expected that at the end of 2009 all the States of the CAR/SAM that have not published their national legislation/regulations for the use of GNSS complete the task.</p>	Valid
Conclusion 12/32	<p>ADS-B IMPLEMENTATION IN THE CAR/SAM REGIONS</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 Organization	-	The States/ Territories/ International Organizations of the CAR/SAM Regions had coordinated with ICAO Regional Offices and this plan information is included as part of the CNS Committee tasks.	Completed
Conclusion 12/37	<p>IMPROVEMENT OF THE AFTN OPERATION IN THE CAR/SAM REGIONS</p> <p>That;</p> <p>a) ICAO NACC and SAM Regional Offices, in coordination with the States/Territories/International Organizations, continue their tasks to update the AFTN routing lists according with the amendment to the AFTN Plan; and</p> <p>b) States/Territories/International Organizations involved consider adopting the methods recommended in the Action Plan to improve the AFTN circuits and centres indicated in Appendix N of this part of the Report.</p>	Regional Offices and States/ Territories/ International Organizations	2010	<p>a) The AFTN routing lists of the CAR and SAM Regions were update according at the AFTN Plan (Table CNS 1A) amendments.</p> <p>b) Cayman Island AFTN circuit with Atlanta has been implemented. Guyana does not count with an AFTN switching center and for this reason the AFTN circuit between Georgetown and Caracas and Georgetown and Paramaribo are not implemented</p>	Completed Valid

Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Target Date for Implementation	Follow-up Action	Recommended Status
Conclusion 13/71	<p>UPDATE AND IMPLEMENTATION OF THE VHF, HF AND SATELLITE VOICE COMMUNICATION OF THE AMS AND AMSS PLAN</p> <p>That States/ Territories/ International Organizations:</p> <p>a) executing action plans to improve or mitigate the VHF and HF/AMS coverage in their respective airspace, promote their execution by defining an implementation target date, as soon as possible;</p> <p>b) examine and recommend actions to complete the implementation of the required satellite voice communication and if appropriate, propose updating the regional Plan (FASID Table CNS 2A); and</p> <p>c) keep the ICAO NACC or SAM offices informed, as appropriate, on the progress of the actions described in items a) and b) of this Conclusion, so that these actions finalize by 30 May 2006.</p>	States/ Territories/ International Organizations		States/Territories/International Organizations had informed ICAO on their plans for improving VHF and HF/AMS coverage and implementation of satellite voice communication. Based on this information the Regional Plan (Table CNS 2A) has been amended.	Completed
Conclusion 13/72	<p>REGIONAL STRATEGY FOR UPDATING EVOLUTIONARY IMPLEMENTATION OF THE AIR-GROUND DATA LINKS PLAN</p> <p>That, for the evolutionary implementation of air-ground data links, States/Territories/International Organizations:</p> <p>a) carry out activities aimed at the deployment of air-ground data links based on the Regional strategy for updating and implementing the air-ground data links, made up of the Activities Plan and the Programme for the implementation presented in Appendices AW and AX respectively to this part of the Report;</p> <p>b) review and suggest updates to the corresponding parts of the air-ground data link implementation Plan of the CAR/SAM Regions contained in the FASID Table CNS2A based on the Regional strategy mentioned in the above paragraph a); and</p> <p>c) inform the ICAO NACC or SAM Office, before 30 May 2006, the results of the of the actions described in items b) of this Conclusion.</p>	States/ Territories/ International Organizations:	2010	<p>a) Ongoing activity.</p> <p>b) and c) States/ Territories/ International Organizations had informed ICAO on their plans for implementing air-ground data link, and the Plan (Table CNS 2A) has been updated. The follow-up of this plan is included as part of the CNS Committee tasks.</p>	Valid Completed

Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Target Date for Implementation	Follow-up Action	Recommended Status
Conclusion 13/74	<p>PROPOSAL OF AMENDMENT TO ATN REGIONAL PLAN</p> <p>That ICAO consider the amendment to the ATN Regional Plan contained in the FASID Table CNS/1B, by replacing that table format with the following:</p> <ul style="list-style-type: none"> • Table CNS 1Ba – CAR/SAM regional Plan of ATN routers • Table CNS 1Bb – CAR/SAM regional Plan of ground-ground applications • Table CNS 1Bc – CAR/SAM regional Plan of air-ground applications <p><i>Note: -The proposed Tables CNS 1Ba and CNS 1Bb formats are shown in Appendices AY and AZ respectively. The Table CNS 1Bc would be developed by the CNS Committee soon.</i></p>	ICAO	2009	Actual Amendment to ATN Regional plan (Table CNS 1B) is to be done, specifically with the eANP, but indicated amendment is already is considered in Regional Planning and implementation.	Valid
Conclusion 13/75	<p>REQUEST FOR INFORMATION ON PLANS TO IMPLEMENT ATN GROUND-GROUND APPLICATIONS</p> <p>That,</p> <p>a) based on the Table contained in the Appendix AZ to this part of the Report, the States, Territories and International Organizations, that have not yet done so, provide detailed information on the requirements and plans to implement the ATN ground-ground applications, such as AMHS and AIDC; and</p> <p>b) the replies to the action in item a) above be submitted to the ICAO NACC or SAM offices, as appropriate, so that they be received before 28 April 2006.</p>	States/ Territories/ International Organizations		Information had been received from the States, Territories and International Organizations and an updated version of CNS Table 1Bb has been completed by ICAO.	Completed
Conclusion 13/78	<p>STRATEGY AND TARGET DATES FOR THE DEPLOYMENT OF ATN IN THE CAR/SAM REGIONS</p> <p>That States/Territories/International Organizations of the CAR/SAM Regions undertake their activities for the deployment of ATN and its applications in accordance with the target dates and strategy presented in Appendix BA to this part of the Report.</p>	States/ Territories/ International Organizations		States/Territories/International Organizations of the CAR/SAM Regions have taken note of the target dates and strategy for the deployment of the ATN. This information is considered in the Regional implementation of the system.	Completed

Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Target Date for Implementation	Follow-up Action	Recommended Status
Conclusion 13/79	<p>DEVELOPMENT OF NATIONAL PLANS TO PRIORITIZE THE AMHS AND AIDC IMPLEMENTATION AND CONTRIBUTE TO ATM AUTOMATION</p> <p>That the States/Territories/International Organizations develop their respective national plans for the prioritization of the AMHS and AIDC implementation, based on the ATN routers table, the ATN ground-ground applications plan, and the regional AMHS addressing plan, and relevant ATN – AMHS regional documentation, also contributing to the progress towards the development of ATM automation supporting air traffic services.</p>	States/ Territories/ International Organizations	2009	States/Territories/International Organizations of the CAR/SAM Regions have taken note that in the development of their respective national plans to prioritize the AMHS and AIDC implementation, based on the ATN routers table, the ATN ground-ground applications plan, and the regional AMHS addressing plan, and relevant ATN – AMHS regional documentation. National Plans are in progress.	Valid

Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Target Date for Implementation	Follow-up Action	Recommended Status
Conclusion 13/84	<p>STUDIES FOR A CAR/SAM REGIONAL SBAS SOLUTION</p> <p>That, since it is technically and operationally impracticable to extend the existing SBAS systems (WAAS and EGNOS) to the CAR/SAM Regions, according to the studies carried out, States, Territories and International Organizations:</p> <p>a) are urged to continue introducing the GNSS in an evolutionary and coordinated manner, according to the ICAO global plan; conducting the studies for a regional SBAS solution consistent with the requirements and characteristics of the CAR/SAM Regions; and applying other augmentations, also taking into account that added benefits should help to justify the cost of reaching the ultimate goal of migrating to the GNSS once ground-based aids are dismantled;</p> <p>b) are urged to withdraw from the work programmes of projects RLA/00/009 and RLA/03/902 - Phase II, those tasks related to studying the feasibility of extending the current EGNOS and WAAS to the CAR/SAM Regions;</p> <p>c) that participate in regional projects RLA/00/009 and RLA/03/902 under the coordination of the GNSS Task Force, are urged to coordinate their efforts and actions in pro of the study of a SBAS solution; and</p> <p>d) interested in participating in the activities of Project RLA/03/902, are urged to consider the revised quotas for joining this project.*</p> <p><i>*Note: The revised quotas for States/Organizations to join Phase II of Project RLA/03/902, are based on the following criteria:</i></p> <p>a) Members of Project RLA/00/009: US\$25,000</p> <p>b) other States/Organizations: US\$35,000</p>	States/ Territories/ International Organizations		Actions have been conducted as indicated in the Conclusion	Completed
Conclusion 13/85	<p>FOSTER THE USE OF GNSS IN DIVERSE SECTORS OF THE STATES</p> <p>That States/Territories/International Organizations foster the use of GNSS in diverse sectors of their respective States and disseminate the results of the studies on the solution of SBAS.</p>	States/ Territories/ International Organizations	2008	States/ Territories/ International Organizations have taken note of this action	Completed
Conclusion 13/87	<p>ADS-B TRIALS PROGRAMME IN THE CAR/SAM REGIONS</p> <p>That, States/Territories/International Organizations in collaboration with the airspace users, establish and execute an ADS-B trials programme using the available technology and services, aimed at improving the ADS-B knowledge and evaluating the benefits for the Air Traffic Management in the CAR/SAM Regions.</p>	States/ Territories/ International Organizations	2009	Some States/ Territories/ International Organizations of the CAR/SAM Regions have conducted ADS-B Trials.	Valid

Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Target Date for Implementation	Follow-up Action	Recommended Status
Conclusion 13/89	<p>SUPPORT OF STATES IN THE CAR/SAM REGIONS TO THE ICAO POSITION FOR THE ITU WRC-2007</p> <p>That the Civil Aviation Administrations of the States of the CAR/SAM Regions, that not yet have done it, adopt the following measures to support the ICAO position for the ITU WRC-2007, in order to protect the aeronautical radiofrequency spectrum for radio-communications and radionavigation systems required for current and future safety-of-flight applications:</p> <p>a) designate a focal point or a contact person with the respective national authority of radio-frequency spectrum management, in order to incorporate ICAO position which is presented as the Attachment to States Letter Ref.: E 3/5-05/85, dated 12 August 2005, when developing the State's position for the WRC-07, as well as with ICAO for the coordination of matters related with the mentioned conference;</p> <p>b) participate in an active manner in the preparatory work for the WRC-07 in the CITEL meetings of the Organization of American States (OAS);</p> <p>c) participate in an active manner, whenever possible, in meetings and other activities convened by ICAO regarding the WRC-07; and</p> <p>d) ensure that, to the extent possible, representatives from civil aviation administrations are included in the national delegations to the conference to support ICAO position during the WRC-07.</p>	States/ Territories/ International Organizations	2007	ICAO Position for the WRC-2007 has been supported by the States. Details of the results of this action are given on Agenda Item 4.3 of this CNS/COMM/06 Meeting.	Completed
Decision 14/1	<p>IMPLEMENTATION OF ALLPIRG/5 CONCLUSION S BY GREPECAS</p> <p>That the following conclusions of ALLPIRG/5 be studied by the concerned subgroups, that action be taken to implement them, and that the outcome be presented to ensuing GREPECAS meetings:</p> <p>Conclusions 5/2 and 5/5: AGA/AOP/SG</p> <p>Conclusions 5/2, 5/4, 5/5, 5/7, 5/8, 5/9, 5/11, 5/13, 5/16 and 5/17: ATM/CNS/SG</p> <p>Conclusions 5/2 and 5/5: AIS/MAP/SG</p> <p>Conclusions 5/2 and 5/5: AERMET/SG</p> <p>Conclusions 5/14 and 5/15: ASB</p> <p>Conclusions 5/4: IA/TF.</p>	CNS Committee	2008	CNS Committee has implemented the indicated ALLPIRG/5 Conclusions.	Completed

Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Target Date for Implementation	Follow-up Action	Recommended Status
Conclusion 14/43	<p>AGREEMENTS FOR ATM AUTOMATED SYSTEM INTERFACE</p> <p>That CAR/SAM States/Territories/International Organizations:</p> <p>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;</p> <p>b) use guidance material specified as the “Interface Control Document for Data Communications between ATS Units in the Caribbean and South American Regions (CAR/SAM ICD),” included in Appendix 4A to this part of the Report, keeping in mind that:</p> <p>i) ICAO guidance material contained in said document is applicable at the regional level;</p> <p>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</p> <p>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/ Territories/ International Organizations	2010	Automation activities are being ongoing.	Valid
Conclusion 14/44	<p>ESTABLISHMENT OF AN ACTION PLAN FOR THE INTERFACE OF ATM AUTOMATED SYSTEMS</p> <p>That CAR/SAM States/Territories/International 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 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/International Organizations, as required.</p>	States/ Territories/ International Organizations	2010	Automation activities are being ongoing.	Valid

Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Target Date for Implementation	Follow-up Action	Recommended Status
Conclusion 14/52	<p>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 Z to this part of the Report.</p>	Members of MEVA II / REDDIG	2009	<p>a) The MoU has been adopted by the Members involved in the Interconnection Process and the Action Plan has been updated as detailed in Agenda Item 1.1 of the CNS Comm/06 Meeting.</p> <p>b) The tasks of the action plan are not completely implemented</p>	Completed Valid
Conclusion 14/53	<p>UPDATING OF THE AMS AND AMSS REGIONAL PLAN</p> <p>That ICAO forward the proposal for amendment to the CAR/SAM Regional Plan for the Aeronautical Mobile Service (AMS) and the Aeronautical Mobile Satellite Service (AMSS) included in Table CNS 2A of the FASID, as presented in Appendix AA to this part of the Report.</p>	ICAO		Amendment to table CNS 2A of the FASID has been done and informed.	Completed
Decision 14/54	<p>COMMUNICATION ASPECTS FOR THE MIGRATION TOWARDS THE METEOROLOGICAL MESSAGE EXCHANGE IN BUFR CODE</p> <p>That the ATN Task Force of the CNS Committee, as well as the COM/MET Task Force of AERMET Subgroup, analyse in detail the following communication aspects considered necessary for the migration towards the meteorological message exchange in BUFR format in the CAR/SAM Regions for possible implementation for first and second transition stages:</p> <p>use of terminals with coding/decoding capacity;</p> <p>use of AMHS systems with extended service; and</p> <p>development of an Interface Control Document (ICD) to integrate AMHS and MET systems, establish standards for presentation systems and specifications for the conversion of templates and security aspects.</p>	ATN Task Force of the CNS Committee, as well as the COM/MET Task Force of AERMET	Postponed	Issue discussed on Agenda Item 1.4 of the CNS Comm/06 Meeting.	Valid
Decision 14/55	<p>APV I CAPABILITY AS A MINIMUM PERFORMANCE REQUIREMENT FOR 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>	CNS Committee	2008	The CNS Committee have taken note that an SBAS solution must be capable of achieving at least APV I capability.	Completed

Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Target Date for Implementation	Follow-up Action	Recommended Status
Conclusion 14/56	<p>PROGRESSIVE DEACTIVATION OF NDB STATIONS 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, and procedural existence with other aids such as VOR/DME, GNSS-RNAV, as well as aircraft capacity/development operated in serviced airspace;</p> <p>b) based on the analysis described in item a) above, and in the Table included in 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>	States/ Territories/ International Organizations and airspace user	2008	Some States/Territories/International Organizations sent the requested information.	Valid
Decision 14/57	<p>DEVELOPMENT OF A REGIONAL PLAN FOR THE PROGRESSIVE DEACTIVATION OF NDB STATIONS 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 to Conclusion 14/56 and the Table presented in 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>	CNS Committee	2008	With the information received, an Initial NDB Deactivation Plan has been elaborated, details on Agenda Item 2.3 of the CNS Comm/06 Meeting.	Valid

FOLLOW-UP TO VALID CNS COMMITTEE DECISIONS

Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Target Date for Implementation	Follow-up Action	Recommended Status
Decision CNS/5/3	<p>IP ADDRESSING REGIONAL PLAN FOR ATN AND ITS APPLICATION MANAGEMENT</p> <p>That the ATN Task Force:</p> <p>a) identify the specific requirements for Naming and ATN IP Addressing Management; and</p> <p>b) propose an entity [Member State(s), Territory(ies) or Organization(s)] capable to coordinate within the CAR/SAM Regions and other international entities (EuroControl for European region and AeroThai for Asia/Pacific Region) to implement the requirements mentioned in paragraph a) above.</p>	CNS/ATN/TF	2008	The ATN Task Force will present its work on the subject during the meeting of the CNS Committee.	Valid
Decision CNS/5/14	<p>UNIFIED REGIONAL STRATEGY ON THE IMPLEMENTATION OF SURVEILLANCE SYSTEMS</p> <p>That, in order to have a CAR/SAM regional unified strategy for the implementation of surveillance systems, the CNS Committee review and integrate the elements of the surveillance strategy contained in Appendix 3A with the ADS-C and ADS-B implementation strategy indicated in paragraph 3.2.2 of this part of the Report.</p>	CNS/SUR/TF	2008	The Surveillance Task Force will present this unified regional strategy during the meeting of the CNS Committee.	Valid
Decision CNS/5/15	<p>CREATION OF A SURVEILLANCE TASK FORCE</p> <p>That, a Surveillance Task Force be created according to the Terms of Reference, Work Programme and Composition presented in Appendix 3E to this part of the Report.</p>	CNS Committee	2006	The Surveillance Task Force was established, and will present a report on its results during the meeting of the CNS Committee.	Completed

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