International Civil Aviation Organization
CAR/SAM Regional Planning and Implementation Group (GREPECAS)
Fifteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/15)
Rio de Janeiro, Brazil, 13 – 17 October 2007

Agenda Item 5: Management of the GREPECAS Mechanism

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

(Presented by the Secretariat)

SUMMARY

This working paper provides to the Meeting updated information on GREPECAS and its Contributory Bodies regarding their Terms of Reference and Work Programmes 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/14 Report, San Jose, Costa Rica, 16 to 20 April 2007.

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 GREPECAS/14 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/15.

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 – *Regional air navigation planning and implementation issues*, has to be taken into account.

2. Discussion

Terms of Reference and Work Programme

2.1 The ACG held its seventh meeting in March 2008. The AERMETSG met for the ninth time in June 2008, month in which the AGA/AOP/SG also held its fifth meeting and the AIM/SG its eleventh meeting. The ATM/CNS/SG held its sixth meeting in June/July 2008 and the AVSEC/COMM met for the sixth time in July 2008. The Task Force on Institutional Aspects not held its fourth meeting scheduled in the program developed by the GREPECAS/14, for the reasons stated in the NE/07.

2.2 Taking into consideration the reports presented by the GREPECAS contributory bodies that have met since GREPECAS/14 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**
AIM Subgroup	**Appendix G**
ATM/CNS Subgroup (ATM and CNS Committees)	**Appendix H**
ATM Committees	**Appendix I**
CNS Committees	**Appendix J**
Task Force on Institutional Aspects (TF/IA)	**Appendix K**

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 I to 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 Appendices, taking into consideration para. 2.2 of this Working Paper.

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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.

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)	The Board when efforts to eliminate deficiencies prove unsuccessful after exhausting all alternatives, propose the inclusion of an alternate facility/procedure in the ANP; or when the inclusion would not be possible, provide the State(s)/Territory(ies)/users with an analysis concerning risk associated with such deficiency		

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) and facilitation (FAL);

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, as well as other facilitation aspects.

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	Conduct periodic surveys to identify difficulties in shortcomings from States in the implementation of AVSEC/Facilitation Standards.	A	AVSEC/COMM/2	Continuous
AVSEC/1-1.1	Encourage States/Territories to implement USAP Audit Corrective Action Plan, and National Civil Aviation Security Programmes.	A	AVSEC/COMM/6	Continuous
AVSEC/1-1.2	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 in conjunction with LACAC.	A	AVSEC/COMM/4	~~Continuous~~ Completed
AVSEC/1-1.4	Finalize HBS Task Force report with recommendation (90%).	A	3 December 2005	~~15 June 2006~~Completed
AVSEC/1-1.5	Review HBS report and validate HBS action plan by the Ad Hoc Group and make recommendations (90%).	A	AVSEC/COMM/5	~~GREPECAS/14~~ Completed

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AVSEC/1-1.6	Conduct a survey of the States in the CAR/SAM Regions to validate five conclusions regarding the implementation of Annex 17 standards.	A	AVSEC/COMM/5	~~1 September 2006~~Superseded
AVSEC/1-1.7	Conduct a survey of the States/Territories in the NAM/CAR/SAM Regions to verify implementation of ICAO recommendations for liquids, aerosols, and gels (LAGs), the respective signage, and the status of the eight critical elements of USAP within their States.	A	AVSEC/COMM/6	31 October 2008
AVSEC/1-1.8	Obtain information from States in the NAM/CAR/SAM regarding the GEASSA proposal for the implementation of a Security Shared Information Network.	A	AVSEC/COMM/6	31 October 2008
AVSEC/1-2	Establish Cargo Security Programme Model.	A	AVSEC/COMM/5	~~AVSEC/COMM/6~~ Completed
AVSEC/1-2.1	Establish Cargo Security Task Force to develop a Cargo Security Programme Model.	A	AVSEC/COMM/5	Continuous
AVSEC/1-2.2	Obtain information from States in the NAM/CAR/SAM regarding the Cargo Security Programme Model in order to forward that information for consideration by the AVSEC Panel.	A	AVSEC/COMM/6	31 October 2008
AVSEC/2	Monitor existing and develop new regional AVSEC training programmes	A	AVSEC/COMM/2	Continuous
AVSEC/2-1	Establish a Training Task Force to coordinate AVSEC training activities and information	A	AVSEC/COMM/4	Continuous
AVSEC/2-1.1	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
AVSEC/2-1.1.1	Contribute to the ICAO Plan of Action on Aviation Security, and provide Short Term Instructors/Experts for instruction as well as assistance.	B	AVSEC/COMM/6	Continuous
AVSEC/2-1.1.2	Encourage NAM/CAR/SAM States to participate in ICAO instruction activities/seminars/workshops.	A	AVSEC/COMM/6	Continuous
AVSEC/2-1.1.3	Verify the insertion of minimum requirements that inspectors and auditors from civil aviation authorities should have, and requirements and procedures for AVSEC personnel certification with NAM/CAR/SAM States/Territories.	A	AVSEC/COMM/6	Continuous
AVSEC/2-1.1.4	Verify, as applicable, the establishment, enactment, and enforcement of legislation against unruly/disruptive passengers based in the model provided in ICAO Circular 288/2002 with NAM/CAR/SAM States/Territories.	A	AVSEC/COMM/6	Continuous
AVSEC/2-1.2	Establish 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.	A	AVSEC/COMM/5	~~AVSEC/COMM/6~~ Continuous
AVSEC/2-1.3	Establish Passenger/Cabin Baggage Screening Task Force to coordinate a Passenger Screening Seminar/Meeting and provide States with guidance material.	A	AVSEC/COMM/5	~~AVSEC/COMM/6~~ Completed

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AVSEC/2-1.4	That the Passenger/Cabin Baggage Screening Task Force establish a Passenger/Cabin Baggage Seminar/Meeting from 13-17 November 2006 in coordination with the ICAO NACC Office.	A	AVSEC/COMM/5	~~13-17 November 2006~~Completed
AVSEC/2-1.5	Verify the adoption of best practices to reduce waiting lines at security checkpoints and consider calibration of security equipments based on a risk assessment with NAM/CAR/SAM States/Territories.	A	AVSEC/COMM/6	Continuous
AVSEC/6	Review all proposals for Amendments to Annexes 9 and 17.	A	AVSEC/COMM/3	Continuous
AVSEC/8	Coordinate with the LACAC Group of AVSEC Experts on all AVSEC activities and initiatives in the CAR/SAM Regions.	B	AVSEC/COMM/3	Continuous
AVSEC/9	Establish a Facilitation Task Force to work with the Annex 9 provisions.	B	AVSEC/COMM/5	Continuous
AVSEC/10	Establish an evaluation Task Force regarding the threat to aviation security from narcotics and contraband trafficking and its effects on security, regularity, and efficiency of civil aviation.	A	AVSEC/COMM/6	Continuous
AVSEC/10-1	That the Civil Aviation Narcotics and Contraband Evaluation Task Force investigate, assess, analyze, and establish guidance material to provide States/Territories with information on countermeasures they should adopt jointly with their appropriate authority for the prevention of narcotics and contraband trafficking via commercial air transport.	A	AVSEC/COMM/6	30 June 2009

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, Guatemala, Guyana, Haiti, Jamaica, Mexico, Nicaragua, 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)

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APPENDIX E

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	Planning 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	1st Meeting	8th Meeting
AGA/AOP/3	Review and follow-up the implementation of corrective actions for AGA deficiencies that have direct impact on the ANP including: · ▪ Objects and depressions in runway strips, principally in the graded areas ▪ Runway and taxiway separations ▪ Runway and taxiway slopes ▪ Obstacles ▪ Secondary power supply and switching time ▪ Visual aids ▪ Fencing and perimeter roads ▪ Rescue and fire-fighting services ▪ Aerodrome emergency plans ▪ Runway surface conditions, rubber contamination and accumulation ▪ Runway strips and runway end safety areas Refer urgent (U) priority deficiencies, with proposed corrective actions, to the Aviation Safety Board.	A	1st Meeting	8th Meeting

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AGA/AOP/6	Review demand/capacity problems at airports and develop options for alleviating airport congestion.	B	1st Meeting	~~Goes to ATM/CNS Decision ACG 6/01~~ 8th Meeting
~~**AGA/AOP/7**~~	~~Review runway incursion incidents at airports and develop guidance to reduce their occurrence in coordination with ATM and OPS.~~	~~A~~	~~1st Meeting~~	~~6th 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	4th Meeting	7th Meeting
AGA/AOP/9	Follow-up of 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 better identify and resolve the deficiencies that compromise the implementation of these processes	A	4th Meeting	8th Meeting
AGA/AOP/10	Follow-up of the maintenance at ANP aerodromes (runways), of the action plans and of the resolution of these deficiencies	A	4th Meeting	8th Meeting

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, Haiti, Honduras, Mexico, Paraguay, 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.

APPENDIX F

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;~~Ensure seamless and consistent development of the CAR/SAM Regional Air Navigation Plan and the CAR/SAM Regional Plan for ATM System in the MET area;

~~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) 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;

c)~~d)~~ Monitor the research and development of the~~CNS/~~ATM system~~s~~, the tests and demonstrations in the ~~CNS~~ATM/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.

d) Monitor the implementation of WAFS, IAVW and tropical cyclones warning system.

e) Monitor the implementation of a Quality Management System.

2. **Work Programme**

NUMBER OF TASK	TASK DESCRIPTION	Priority	Date	
			Start	End
~~MET/8 1~~	~~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.~~	A	~~JUL 2007~~	DEC 2007
~~MET/8 2~~	~~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.~~	~~A~~	~~FEB 2001~~	DEC 2007
MET/9-1	Monitor WAFS implementation, particularly in respect to the new WAFS Forecasts in the introduction of SIGWX Forecasts and ICE/TURB/CB	A	JUL2008	SEP 2010
MET/9-2	Monitor and plan the support for the training of the new WAFS SIGWX and ICE/TURB/CB forecasts	A	JUL 2008	SEP 2010
MET/9-3	Monitor and plan the support and capability of the States to implement ISCS G2 to G3 transition foreseen for December 2009.	A	JUL 2008	SEP 2010
MET/~~8 3~~9-4	Carry out ~~a~~ annual surveys on ISCS efficacy in order to send ~~it~~ them to the focal points and analyze the results to be presented at the next AERMETSG~~/9~~ meeting.	A	~~FEB 2007~~ABR 2008	~~MAY 2007~~ABR 2010
MET/~~8 4~~9-5	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~~.	A	JUL 2008~~FEB 2001~~	SEP 2010 ~~DEC 2007~~
MET/~~8 5~~9-6	Carry out biannual (May and November) SIGMET WV tests, analyze their results and present them at the next AERMETSG Meeting.	~~B~~A	JUL 2008 ~~NOV 2006~~	SEP 2010~~Continuous~~
MET/~~8 6~~	~~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~~	~~JUL 2005~~	~~MAR 2008~~
MET/~~8~~9-7	Monitor the implementation of the tropical cyclones warning system.~~, in particular the introduction of every 6 hours forecasts.~~	A	JUL 2008~~ENE 2007~~	SEP 2010~~DEC 2007~~
MET/9-8	Review, 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	JUL 2008	SEP 2008
MET/9-9	Translate the draft Guidance Material for the development of airport emergency plans in case of volcanic eruptions in the CAR/SAM Regions.	B	TBD	TBD
~~MET/8 8~~	~~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.~~	~~B~~	~~MAR 2007~~	~~Continuous~~
~~MET/8 9~~	~~Monitor OPMET information exchange (METAR/SPECI, TAF and SIGMET in BUFR code).~~	~~TBD~~	~~TBD~~	~~TBD~~
~~MET/8 10~~	~~Develop in coordination with the Secretariat the OPMET Guide~~	~~B~~	~~JUL 2005~~	~~MAR 2008~~
~~MET/8 11~~	~~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~~	~~ENE 2007~~	~~DEC 2008~~
MET/~~8 12~~9-10	Coordinate the OPMET exchange control annually (10-16 JUN), analyze the results and present them in the next AERMETSG Meeting.	~~A~~b	JUL 2006	~~Continuous~~SEP 2010
MET/~~8 13~~9-11	Based on the last edition of Doc 9750 - *Global Air Navigation Plan for CNS/ATM*, develop the MET chapter of the *CAR/SAM Regional Plan for the implementation of CNS/ATM systems*, Document I.	B	JUN ~~2006~~2009	SEP 2010~~DEC 2007~~

NUMBER OF TASK	TASK DESCRIPTION	Priority	Date	
			Start	End
MET/9-12	Develop, in coordination with the Secretariat, a draft Guide of MET documented procedures required by Standard ISO 9001:2000, and present it at the AERMETSG/10.	A	NOV 2009	SEP 2009
MET/~~8-14~~9-13	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	~~JUL 2005~~ENE 2009	~~DEC 2007~~SEP 2010
MET/~~8-15~~9-14	Identify activities for the implementation of new meteorological services related both to training and application of the new ~~CNS/~~ATM systems. Provide guidelines.	~~A~~B	ENE 2009~~JUL 2005~~	SEP 2010~~DEC 2007~~
~~MET~~/~~8-16~~	~~Carry out a study to determine the need for VOLMET services in the CAR/SAM Regions.~~	~~B~~	~~JUL 2005~~	~~DEC 2007~~
~~MET/8-17~~	~~Propose short, medium and long term measures to satisfy the requirements for MET personnel in the States of the CAR/SAM Regions.~~	~~B~~	~~ENE 2005~~	~~DEC 2007~~
MET/~~8-18~~9-15	Update the list of MET deficiencies.	A	JUL 2005	Continuous

2. **Priority**

A Tasks of high priority on which work should be expedited.
B Tasks of medium priority on which work should be undertaken as soon as possible but not to the detriment of Priority **A** tasks.
C Tasks of medium priority on which work should be undertaken as time and resources permit but not to the detriment of Priority **A** and **B** tasks.

3. **Composition**

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

4. **Chairmanship**

Chairman: ~~Mr. Gustavo Flores (Argentina)~~Carlos Roberto Salinas Rojas (Paraguay)

Vice-Chairman: Steven R. Albersheim (United States)

Note: The chairman and vice-chairman were elected for the period 2088 – 2009. In case no annual meetings are held, for AERMETSG/10, AERMETSG/11 and AERMETSG/12.

APPENDIX G

TERMS OF REFERENCE AND WORK PROGRAMME OF THE AERONAUTICAL INFORMATION MANAGEMENT SUBGROUP (AIM/SG)

1. Terms of Reference

1.1 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

1.2 Aeronautical Information Management (AIM) apply in a global and in a interoperable basis the provision of aeronautical information and data covering the needs of the present and future ATM system needs and all the phases of flight for use by pilots, air traffic controllers, and other data users.

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AIM /1	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 Intero~~O~~perational Concept.	A	2007	2010
AIM /2	Coordinate the application of quality systems in AIM services, according to the relevant ISO standards. Propose action plans for the implementation by CAR/SAM States of these systems; and assess the problems facing AIM services for the implementation of the cited systems.	A	2007	2008
AIM /3	Define the requirements to ensure due process when evaluating personnel of human factor within the framework of effective aeronautical information management, together with the consistent application of CAR/SAM AIM training programmes, taking also into account the need for basic criteria to ensure to development of an English language training programme related to effective aeronautical information management.	B	2007	2010

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AIM-/4	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 manual inter-functionalities, both within the CAR/SAM Regions, as well as between these and other ICAO Regions.	B	2008	2010
AIM/5	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	2007	2008
AIM/6	Conduct the required relevant studies for the use of Geographical Information Systems (GIS) in AIM, as well as to 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	2007	2010
AIM/7	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.	~~B~~A	~~2007~~2008	2010
AIM/8	Promote and follow-up the effective implementation of AIM requirements according to the established procedures in order to take the corresponding corrective actions to resolve deficiencies affecting air operations.	A	2007	2008
AIM/9	Coordinate, on an ongoing basis, with all GREPECAS contributory bodies, in order to ensure proper integration of all areas contributing to CNS/ATM implementation.	A	2007	~~0~~ 2010
AIM/10	Developing methods for restricting access, merging and de-identification of source, etc. In regard of a networked aeronautical information management system with the scope envisage for AIM it is recognized that some data it contains will be sensitive, as consequence it is necessary to take into account to protect information /data from unauthorized use.	~~B~~ A	~~2007~~ 2008	2010

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,~~ CAR/SAM States, Spain, France, COCESNA, IATA and PAIGH.

5. **Chairperson**

Chairman: 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	
ATM/CNS/5	Supervise the work programme of the Automation Task Force	A	Permanent	

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)

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APPENDIX I

TERMS OF REFERENCE AND WORK PROGRAMME OF THE ATM COMMITTEE

1. **Terms of reference**

a) To assist and guide CAR and SAM States/Territories/International Organizations in the implementation of ATS safety management programmes.

b) To identify, assess and address specific corrective actions to solve deficiencies in the ATM and SAR fields.

c) To study, analyse 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, with a view to comply with ICAO strategic objectives, based on Global Plan Initiatives (GPI).

d) To promote and follow-up the implementation of the ATM and SAR requirements and keep updated the CAR/SAM Air Navigation Plan in accordance with the Global ATM operational concept (Doc 9854) and the Global Air Navigation Plan (Doc 9750);

e) To analyse guidance material and carry out permanent coordination with various GREPECAS Contributory Bodies in order to ensure implementation of collaborative tasks contributing to improve the CAR/SAM ANP.

2. Composition

Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Costa Rica, 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.

3.

Chairperson:	*Vacant*	
**Vice-Chairman:	Fidel Ara	(Cuba)

4. Work Programme of the ATM Committee

CAR/SAM REGIONS PERFORMANCE OBJECTIVES

OPTIMIZE THE ATS ROUTE STRUCTURE EN-ROUTE AIRSPACE			
Benefits			
Environment **Efficiency**	• reductions in fuel consumption; • ability of aircraft to conduct flight more closely to preferred trajectories; • increase in airspace capacity; • facilitate the utilization of advanced technologies (e.g., FMS based arrivals) and ATC decision support tools (e.g., metering and sequencing), thereby increasing efficiency.		
Strategy ***(2008 - 2015)***			
TASK	**DESCRIPTION**	**START-END**	**STATUS**
AOM	***En-route airspace***		
	Develop regional action plan		
	Develop Airspace Concept based in CAR /SAM PBN Roadmap, in order to design and implement a trunk route network, connecting major city pairs in the upper airspace and for transit to/from aerodromes, on the basis of PBN and, in particular, RNAV/5, taking into account interregional harmonization		
	Develop performance measurement plan		
	Formulate safety plan		
	Establish collaborative decision making (CDM) process		
	Publish national regulations for aircraft and operators approval using PBN manual as guidance material		
	Identify training needs and develop corresponding guidelines		
	Formulate system performance monitoring plan monitor implementation progress in accordance with CAR/SAM PBN implementation roadmap and State implementation plan		
References	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/10: terminal area design and management, GPI/11: RNP and RNAV SIDs and STARs and GPI/12: FMS-based arrival procedures.		

OPTIMIZE THE ATS ROUTE STRUCTURE IN TERMINAL AIRSPACE			
Benefits			
Environment Efficiency	• reductions in fuel consumption; • ability of aircraft to conduct flight more closely to preferred trajectories; • increase in airspace capacity; • facilitate utilization of advanced technologies (e.g., FMS based arrivals) and ATC decision support tools (e.g., metering and sequencing), thereby increasing efficiency.		
Strategy (2008 - 2015)			
TASK	**DESCRIPTION**	**START-END**	**STATUS**
AOM	***In terminal airspace***		
	Develop State PBN implementation plan		
	Develop Airspace Concept based in CAR /SAM PBN Roadmap, in order to design and implement optimized standard instrument departures (SIDs), standard instrument arrivals (STARs), instrument flight procedures, holding, approach and associated procedures, on the basis of PBN and, in particular RNAV/1 and Basic-RNP12		
	Develop performance measurement plan		
	Formulate safety plan		
	Establish collaborative decision making (CDM) process		
	Publish national regulations for aircraft and operators approval using PBN manual as guidance material		
	Identify training needs and develop corresponding guidelines		
	Formulate system performance monitoring plan		
	develop a regional strategy and work programme for implementation of; and		
	monitor implementation progress in accordance with CAR/SAM PBN implementation roadmap and State implementation plan		
References	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/10: terminal area design and management, GPI/11: RNP and RNAV SIDs and STARs and GPI/12: FMS-based arrival procedures.		

IMPLEMENT RNP APPROACHES			
Benefits			
Efficiency **Safety**	• Improvements in capacity and efficiency at aerodromes. • Improvements in safety at aerodromes.		
Strategy **(2008-2015)**			
TASK	**DESCRIPTION**	**START-END**	**STATUS**
	Develop State PBN implementation plan		
	Develop Airspace Concept based in CAR /SAM PBN Roadmap, in order to design and implement RNP APCH with Baro-VNAV in accordance with assembly resolution A36-23, and RNP AR APCH where beneficial		
	Develop performance measurement plan		
	Formulate safety plan		
	Establish collaborative decision making (CDM) process		
	Publish national regulations for aircraft and operators approval using PBN manual as guidance material		
	Identify training needs and develop corresponding guidelines		
	Formulate system performance monitoring plan		
	monitor implementation progress in accordance with CAR/SAM PBN implementation roadmap and State implementation plan		
References	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/10: terminal area design and management, GPI/11: RNP and RNAV SIDs and STARs and GPI/12: FMS-based arrival procedures.		

<table>
<tr><th colspan="4">ENHANCE CIVIL/MILITARY COORDINATION AND CO-OPERATION</th></tr>
<tr><th colspan="4">Benefits</th></tr>
<tr><td>Efficiency</td><td colspan="3">• increase airspace capacity;</td></tr>
<tr><td>Continuity</td><td colspan="3">• allow a more efficient ATS route structure
• ensure safe and efficient action in the event of unlawful interference;
• make available military restricted airspace more hours of the day so that aircraft can fly on their preferred trajectories; and
• improve search and rescue services.</td></tr>
<tr><td colspan="4">Strategy
(2008-2012)</td></tr>
<tr><td>TASK</td><td>DESCRIPTION</td><td>START-END</td><td>STATUS</td></tr>
<tr><td rowspan="6">AOM</td><td>• develop guidance material on civil/military coordination and co-operation to be used by States/Territories to develop national policies, procedures and rules;</td><td rowspan="6"></td><td rowspan="6"></td></tr>
<tr><td>• establish civil/military coordination bodies;</td></tr>
<tr><td>• arrange for permanent liaison and close cooperation between civil ATS units and appropriate air defence units;</td></tr>
<tr><td>• conduct a regional review of special use airspace;</td></tr>
<tr><td>• develop a regional strategy and work programme for implementation of flexible use of airspace in a phased approach beginning with more dynamic sharing of restricted airspace while working towards full integration of civil and military aviation activities by 2012; and</td></tr>
<tr><td>• monitor implementation progress</td></tr>
<tr><td>References</td><td colspan="3">GPI/1: flexible use of airspace.</td></tr>
</table>

<table>
<tr><th colspan="4">ALIGN UPPER AIRSPACE CLASSIFICATION</th></tr>
<tr><th colspan="4">Benefits</th></tr>
<tr><td>Efficiency

Continuity</td><td colspan="3">• better utilization of data link communication;
• optimize use of flight plan data processing systems;
• enhance airspace management coordination, message exchange capabilities and utilization of flexible and dynamic airspace management techniques;
• harmonization of interregional coordination processes;
• improvement of airspace interoperability and seamlessness; and
• ensure the provision of positive air traffic control services to all aircraft operations.</td></tr>
<tr><td colspan="4">Strategy
(Target: 2008)</td></tr>
<tr><th>TASK</th><th>DESCRIPTION</th><th>START-END</th><th>STATUS</th></tr>
<tr><td rowspan="8">AOM</td><td>• Develop a regional implementation strategy and work programme for the implementation of ICAO Annex 11 airspace Class A above FL 195</td><td rowspan="8"></td><td rowspan="8"></td></tr>
<tr><td>• identify key stakeholders, ATCOs, pilots, and relevant international organisations for coordination and cooperation on changes for new airspace organization, using a CDM process;</td></tr>
<tr><td>• develop new national airspace organization in accordance with ICAO provisions, as needed;</td></tr>
<tr><td>• Coordinate changes for regional and national documents;
▪ Doc 8733, CAR/SAM ANP;
▪ AIP; and,
▪ ATS letters of agreement</td></tr>
<tr><td>• carry out improvements in ground systems to support new airspace organization configurations, as necessary;</td></tr>
<tr><td>• publish national regulatory material for implementation of new rules and procedures to reflect airspace organizational changes;</td></tr>
<tr><td>• train ATCOs and pilots in new procedures, including all civil and military airspace users, as required;</td></tr>
<tr><td>• monitor implementation progress.</td></tr>
<tr><td>References</td><td colspan="3">GPI/4: align upper airspace classification.</td></tr>
</table>

IMPROVE DEMAND AND CAPACITY BALANCING			
Benefits			
Environment	• reduction in weather- and traffic-induced holding, leading to reduced fuel consumption and emissions;		
Efficiency	• improved and smoother traffic flows; • improved predictability; • improved management of excess demand for service in ATC sectors and aerodromes; • improved operational efficiency; • enhanced airport capacity; • enhanced airspace capacity; and		
Safety	• improved safety management.		
Strategy ***Near term (2008)***			
TASK	**DESCRIPTION**	**START-END**	**STATUS**
DCB	• identify key stakeholders (ATC service providers and users, military authorities, airport authorities, aircraft operators and relevant international organisations) for purposes of coordination and cooperation, using a CDM process;		
	• identify and analyse traffic flow problems and develop methods for improving efficiencies on a gradual basis, as needed, through enhancements in current: o airspace organization and management (AOM) and ATS routes structure (unidirectional routes) and SID and STARS, o communication, navigation and surveillance systems, o aerodrome capacity, o ATS capacity, o training for pilots and Controllers; and o ATS letters of agreement;		
	• define common elements of situational awareness between FMUs; o common traffic displays, o common weather displays (Internet), o communications (teleconferences, web), and o daily teleconference/messages methodology advisories;		
	• develop methods to establish demand/capacity forecasting;		
	• develop a regional strategy and work programme for harmonized implementation of ATFM service; and,		

Medium term (2010)			
	• develop a regional strategy for the implementation of flexible use of airspace (FUA); o assess use of airspace management processes; o improve current national airspace management to adjust dynamic changes in tactical stage to traffic flows; o introduce improvements in ground support systems and associated procedures for the extension of FUA with dynamic airspace management processes; o implement dynamic ATC sectorization in order to provide the best balance between demand and capacity to respond in real-time to changing situations in traffic flows, and to accommodate in short-term the preferred routes of users;		
	• define common electronic information and minimum databases required for decision support and alerting systems for interoperable situational awareness between Centralized ATFM units;		
	• develop regional procedures for efficient and optimum use of aerodrome and runway capacity;		
	• develop a regional ATFM procedural manual to manage demand/capacity balancing;		
	• develop a regional strategy and framework for the implementation of a Centralized ATFM unit;		
	• develop operational agreements between Centralized ATFM units for interregional demand/capacity balancing; and,		
	• monitor implementation progress.		
References	GPI/1: flexible use of airspace; GPI/6: air traffic flow management; GPI/7: dynamic and flexible ATS route management; GPI/9: Situational awareness; GPI/13: aerodrome design and management; GPI/14: runway operations; and GPI/16: decision support and alerting systems.		

IMPROVE ATM SITUATIONAL AWARENESS			
Benefits			
Efficiency **Safety**	• enhanced traffic surveillance; • enhanced collaboration between flight crew and the ATM system; • improved collaborative decision-making through sharing electronic aeronautical data information; • reduced of workload for both pilots and controllers; • improved operational efficiency; • enhanced airspace capacity; • improved implementation on a cost-effective basis; • improved available electronic terrain and obstacle data in the cockpit; • reduced of the number of controlled flight into terrain related accidents; and • improved safety management.		
Strategy ***Near term (2010)***			
TASK	**DESCRIPTION**	**START-END**	**STATUS**
SDM	• identify parties concerned • identify the automation level required according to the ATM service provided in airspace and international aerodromes, assessing o operational architecture design, o characteristics and attributes for interoperability, o data bases and software, and o technical requirements;		
	• improve ATS interfacility communication		
	• implement flight plan data processing system and electronic transmission tools		
	• implement radar data sharing programs where benefits can be obtained		
	• develop situational awareness training programmes for pilots and controllers		
	• implement ATM surveillance systems for situational traffic information and associated procedures		
	• implement ATS automated message exchanges, as required o FPL, CPL, CNL, DLA, etc.		
	• implement automated radar handovers, where able;		
	• implement ground and air electronic warnings, as needed o Conflict prediction o Terrain proximity o MSAW o DAIW o Surveillance system for surface movement		
	• implement data link surveillance technologies and applications: ADS, CPDLC, AIDC, as required.		

Medium term (2015)			
	• implement additional/advanced automation support tools to increase sharing of aeronautical information o ETMS or similar o MET information o AIS/NOTAM dissemination o Surveillance tools to identify airspace sector constraints o A-SMGC in specific aerodromes, as required		
	• implement teleconferences with ATM stakeholders		
	• monitor implementation progress		
References	GPI/1: flexible use of airspace; GPI/6: air traffic flow management; and GPI/7: dynamic and flexible ATS route management; GPI/9: Situational awareness; GPI/13: aerodrome design and management; GPI/14: runway operations; and GPI/16: decision support and alerting systems; GPI/17: implementation of data link applications; GPI/18: aeronautical Information; GPI/19: meteorological systems.		

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APPENDIX J

TERMS OF REFERENCE AND WORK PROGRAMME OF CNS COMMITTEE

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. Study, review and propose measures for the implementation of the CNS systems recommended in the ANP CAR/SAM FASID.

2. **Work Programme**

TASK NO.	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
CNS/1	**General issues**			
CNS/2	**Progress in communications**			
CNS/2-1.1	Guide the interconnection/integration of Communications digital Networks.	A	31/05/02	May 2009
CNS/2-1.2.3	Develop a VDL implementation Plan and its application.	B	02/05/05	December 2009
CNS/2-1.3.2	Review, update and complete initial transition plan for the evolutionary development of ATN and applications.	A	07/04/03	December 2009
CNS/2-1.3.3	Guide de development of ATN addressing plan according to ICAO technical principles and guidelines.	B	02/02/04	July 2009
CNS/2-1.3.4	Develop plans for the evolutionary implementation of ATN ground infrastructure and the development of ground-ground applications, such as AIDC and AMHS.	A	08/07/03	July 2009
CNS/2-1.3.5	Establish within ATN the initial use at operational and managerial level of::	A	08/07/03	December 2010
	a) ground to ground applications; and	A	08/07/03	July 2008
	b) air-ground applications.	B	02/02/04	December 2010
CNS/2-1.3.6	Analyse proposals for data Communications infrastructure in support of ATFM implementation.	B	06/03/06	June 2010
CNS/2-1.5	Elaborate a CAR/SAM plan for the establishment of the communications system needed for the migration towards aeronautical MET messages exchange (METAR/SPECI and TAF) in the new format to be defined..	A	18/04/05	December 2009

TASK NO.	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
CNS/3	**Progress in navigation**			
CNS/3-2.1	Analyse results of SBAS augmentation trials carried out in CAR/SAM Regions.	A	02/07/01	December 2011
CNS/3-2.2.1	Update guideline texts and regional strategies for the installation and implementation of GNSS augmentation systems.	A	10/11/03	December 2011
CNS/3.2.3.1	Considerations on regional application, technical aspects, operational benefits, associated costs, implementation itself, implications for on/board equipment and other pertinent aspects..	A	06/02/03	December 2011
CNS/3.2.3.2	Carry out studies on the options for the implementation of a regional SBAS/ GBAS system, taking into account GNSS evolution.	A	14/03/05	December 2011
CNS/3-3.5	Elaborate a regional plan for NDB deactivation.		02/10/06	December 2008
CNS/4	**Progress in surveillance**			
CNS/4-3.2	Studies and recommendations for the SSR in Mode S, ADS-C, ADS-B and other surveillance Systems, sub-regional/regional implementation.	B	09/03/04	July 2008
CNS/4-3.3	Elaboration of a regional plan for ADS-C and ADS-B implementation.	B	07/07/08	July 2009

3. **Priority**

A **High priority tasks**, in which work should be accelerated.

B Intermediate priority tasks, in which work should be initiated as soon as possible, but without delaying Priority **A** tasks.

C Less priority tasks, in which work should be initiated as an when time and resources make it possible, without delaying 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 President and Vice-President nominated by the CNS Committee elected during the fourth meeting were: Ricardo Bordalí (Chile) nad Verónica Ramdath (Trinidad and Tobago), respectively.

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APPENDIX K

INSTITUTIONAL ASPECTS TASK FORCE

1. **Terms of Reference**

a) Based on the new ATM operational concept approved by the Eleventh Air Navigation Conference as the global framework for the implementation of ATM systems, study the actions taken by the ICAO Council, and by some States, regarding the institutional aspects for the implementation of the 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, suggest measures to assist the States that so require, in the conduction of cost/benefit analyses and economic, financial, legal and administrative studies 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	Taking into account the new ATM operational concept, as well as the performance objectives for the ATM improvements identified in the CAR/SAM Regions in keeping with the Global plan, develop proposals for the CAR/SAM Regions, based on the global action taken by the ICAO Council and by some States on institutional aspects.	B	As of new edition of CNS/ATM Global Plan	
TF-IA/2	Taking into account the performance objectives for the ATM improvements identified in the CAR/SAM Regions and the Global Plan, develop guidance material to assist CAR/SAM States in the conduction of cost/benefit analyses for the institutional arrangements of the multinational facilities identified.	A		2007

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
TF-IA/3	Develop proposals for the coordination of financial, administrative and other relevant arrangements for the implementation of multinational ATM systems.	A	Follow up on the application of the Constituent Agreement for the implementation of an OMR	
TF-IA/4	Determine the elements that require legal arrangements on the institutional aspects identified in the previous item, and provide guidelines to facilitate their implementation.	A		2008
TF-IA/5	Based on the available material, develop a strategy for the implementation of multinational facilities.	A	2006	2008
TF-IA/6	Study the most appropriate way of reflecting multinational facilities in the FASID in order to facilitate the identification, description and processing of future amendments.	B		2008

3. Composition

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

4. Rapporteur

Mr. Eduardo Rodino (Argentina)