



International Civil Aviation Organization

**CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)
Sixteenth Meeting of the CAR/SAM Regional Planning and Implementation
Group (GREPECAS/16)**

(Punta Cana, Dominican Republic, 28 March – 1 April 2011)

Agenda Item 1: Follow-up on the results of the GREPECAS/15 meeting

**1.1 Review of the status of implementation of GREPECAS/15
Conclusions that were considered by the ANC**

**REVIEW OF THE ACTIONS OF THE ANC ON THE REPORT OF THE
FIFTEENTH MEETING OF THE CAR/SAM REGIONAL PLANNING
AND IMPLEMENTATION GROUP (GREPECAS/15)**

(Presented by the Secretariat)

SUMMARY

This paper presents the actions taken by the Air Navigation Commission on the report of the fifteenth meeting of GREPECAS.

Action by GREPECAS/16 is in paragraph 4.

1. INTRODUCTION

1.1 Following each GREPECAS meeting, the report is first reviewed by the working group of the Air Navigation Commission (ANC) followed by the ANC itself and finally by the Council. During these reviews, the ANC and the Council note the report, make comments thereon and provide guidance to GREPECAS as appropriate. Furthermore, the ANC and the Council may take specific action on certain conclusions contained therein, since the follow-up to some conclusions may require approval by the ANC or the Council. Follow-up actions by the ICAO Secretariat on conclusions and decisions of GREPECAS are then guided by the outcome of the ANC and the Council actions described above.

1.2 This working paper informs GREPECAS of the results of the Commission on the report of the GREPECAS/15 Meeting, which was held in Rio de Janeiro, Brazil, from 13 to 17 October 2008. Appendix A to this working paper presents the executive summary of the outcome of the GREPECAS/15 Meeting. The analysis of the conclusions and decisions is at Appendix B. Action by the Commission on selected conclusions and decisions are outlined in the Appendix C, which has been formatted to link the conclusions with the Strategic Objectives of the Organization.

2. ACTION BY THE ANC ON THE GREPECAS/15 REPORT

2.1 The Commission referred the GREPECAS/15 Report to its working group for Strategic Review and Planning (WG/SRP). The review was carried out on 27 February 2009 following which the Commission itself reviewed the GREPECAS/15 Report on 13 June 2009. In the case of the GREPECAS/15 Report, as there were no specific items that required Council action, the said report was not submitted to the Council. The following are highlights of the review by the Commission.

2.1.1 Inter-regional and intra-regional activities (Agenda Item 2.1)

2.1.1.1 *Performance framework:* Referring to Conclusion 15/1 regarding the adoption of both regional and national performance frameworks, the Commission welcomed the approach and confirmed the need for GREPECAS to take into account user expectations in the development of performance framework forms.

2.1.1.2 *Extension of applicability dates for eTod provisions:* With reference to Conclusion 15/2 calling on ICAO to revisit the dates of applicability of electronic terrain and obstacle data (eTod) provisions, the Commission noted that the issue was already being addressed by the Secretariat and a decision would be taken by them and the Council soon.

2.1.2 Aeronautical meteorology (Agenda Item 3.3)

2.1.2.1 *Implementation of WAFS:* While discussing the implementation of the world area forecast system (WAFS) in the CAR/SAM Regions, the Commission agreed with GREPECAS that in order to foster the correct use of the new icing, turbulence and convective cloud forecasts in GRIB code form, it was necessary to conduct regional training seminars and to develop appropriate guidelines that could be available for WAFS users. As a result, the Commission supported Conclusion 15/5 and requested the Secretary General to call upon the WAFC Washington Provider State, in coordination with the World Meteorological Organization (WMO), to organize the required workshop in 2010.

2.1.2.2 *SIGMET Implementation:* In relation to the problems associated with the implementation of SIGMET that still persist in many regions, the Commission concurred with GREPECAS (Conclusion 15/14 refers) and called upon the Secretary General to organize the required training in coordination with WMO and VAAC Washington and Buenos Aires Provider States.

2.1.2.3 *Harmonization of the information contained in Docs 7910 and 8733, Regional Air Navigation Plan, Volume II, FASID, Table AOP 1:* Taking into account that in the future a global database would be developed for the AOP Table and, once operational, the MET database would also be updated based on that table, the Commission agreed with the request contained in Decision 15/16 and called upon the Secretariat to harmonize the CAR/SAM Air Navigation Plan, Volume II, FASID, Table AOP 1 and the information contained in Doc 7910 – *Location Indicators*.

2.1.3 Aerodrome Operations and Planning (Agenda Item 3.4)

2.1.3.1 *Review of Annex 14:* The Commission noted that GREPECAS had requested ICAO to review Annex 14 — *Aerodromes* to include supplementary wording in Volume I — *Aerodrome Design and Operations*, paragraph 3.5, allowing for special application of declared distances for use in runway lengths with excess paved areas to obtain runway end safety areas (RESAs) (Conclusion 15/20 refers); to

identify which of the touchdown zone coded distance marking pairs should be eliminated when the available landing distance or the distance between thresholds is less than 2.400 m (Conclusion 15/24 refers) and to harmonize the wording in the English and Spanish versions of paragraph 5.2.5.4 of Annex 14, Volume I (Conclusion 15/25 refers). The Commission confirming the request, calling upon the Secretary General to include these tasks in the work programme of the Secretariat.

2.1.4 **Aeronautical Information Management (Agenda Item 3.5)**

2.1.4.1 *Seminar on AIM transition:* The Commission noted the request of GREPECAS (Conclusion 15/26 refers) for arranging at least two seminars and/or workshops on matters related to AIM transition for the States in the CAR/SAM Regions, and advised to await for completion of development of road map by the Secretariat. The Commission requested the Secretariat to consider the conduct of seminars on AIM transition at an appropriate time using the technical cooperation mechanism.

2.1.5 **Air traffic management (Agenda Item 3.6)**

2.1.5.1 *Implementation of the new ICAO flight plan model:* The Commission complimented GREPECAS for taking the initiative for the development of a regional strategy for the transition to the new flight plan model in the CAR/SAM Regions and the provisions associated with air traffic services (ATS) messages (Conclusion 15/35 refers). Recognizing that many of the regions are progressing at a different pace for migration to the new ICAO flight plan, the Commission reiterated the need for global coordination by ICAO HQ so as to ensure smooth transition at regional and national levels.

2.1.5.2 *Prevention of errors in the coordination loop between adjacent ACCs:* The Commission took note of the efforts being made by the CAR/SAM Regions to reduce the errors in the coordination loop between adjacent area control centres (ACCs) (Conclusion 15/36 refers) and supported the idea of remedial actions such as implementation of ATS inter-facility data communications (AIDC). The Commission agreed that ICAO should give all the necessary support to States in the regions to implement the corrective measures.

2.1.5.3 *Review of the methodology used for conducting post RVSM safety assessments:* The Commission recognized that the coordination errors are the major contributor to the risk of collision in the regions and not restricted to either reduced vertical separation minimum (RVSM) airspace or due to RVSM implementation. The Commission, however, emphasized that the collision risk analysis shall consider the ATM system as a whole. Furthermore as the discussion on the safety assessment methodology has already taken into account this aspect during the last Regional Monitoring Agency Coordination Meeting, the withdrawal of the M and N errors from the safety analysis was not supported. Consequently, the Commission did not agree with the view of GREPECAS in Conclusion 15/37 and reiterated to the Secretary General to take into account all types of errors in the RVSM airspace, including the M and N during the evaluation of the risk.

2.1.5.4 *Strategic Lateral Offset Procedures (SLOP):* Recognizing that SLOP may provide safety enhancements in the CAR/SAM Regions, the Commission agreed with the proposal in Conclusion 15/39 and requested to call upon the Secretary General to take the necessary measures for the application of SLOP in areas where route separation is at least 30 NM.

2.1.6 **Communications/navigation/surveillance (Agenda Item 3.6)**

2.1.6.1 *ABAS planning:* The Commission concurred with the GREPECAS request in Conclusion 15/41 and requested the Secretariat to amend the format of the Regional Air Navigation Plan, FASID, Table CNS 3 by adding a new column under GNSS requirements to reflect the planning of aircraft-based augmentation system (ABAS) requirements.

2.1.6.2 *Protection of the aeronautical frequency spectrum:* On the subject of protection of the aeronautical frequency spectrum, the Commission recognized the ongoing contribution of the CAR/SAM Regions in addressing this issue in a number of fora, such as the Inter-American Telecommunication Commission (CITEL), and the Organization of American States (OAS), as well as regional preparatory meetings. In this connection, the Commission noted Conclusion 15/46 concerning preparations for the forthcoming International Telecommunication Union (ITU) World Radiocommunication Conference — 2011 (WRC-2011) and requested the Secretary General to urge States to continue to participate at various levels in different fora to provide support for the ICAO position.

3. **FOLLOW-UP ACTION BY THE SECRETARIAT ON THE GREPECAS/15 REPORT**

3.1 The Secretariat's report on follow-up actions on the GREPECAS/15 Report will be presented to GREPECAS/16 in separate working paper(s).

4. **ACTION BY GREPECAS/16**

4.1 The Meeting is invited to:

- a) note the actions taken by the Air Navigation Commission on the GREPECAS/15 Report, as outlined in this working paper and, in particular to Appendix C hereto; and
- b) include the follow-up actions in the work programme of GREPECAS.

— — — — —

APPENDIX A

**OUTCOME OF THE FIFTEENTH MEETING OF THE CAR/SAM REGIONAL PLANNING
AND IMPLEMENTATION GROUP (GREPECAS/15)**

Rio de Janeiro, Brazil, 13-17 October 2008

EXECUTIVE SUMMARY

1. Adopted a regional performance framework on the basis of ICAO guidance material and aligned with the Global Air Navigation Plan and the Global ATM Operational Concept.
2. States were invited to develop performance based national plans on the basis of ICAO guidance material and aligned with the regional performance objectives, the regional air navigation plan and the Global ATM Operational Concept.
3. Recognized the need for States to establish a national work programme no sooner ICAO completes the development of the global strategy/roadmap for transition from AIS to AIM in 2009.
4. Requested ICAO to extend the applicability dates of e-TOD requirements for Areas 1 and 4 to 2010 and Areas 2 and 3 to 2013.
5. States to take action with respect to the transition plan for the implementation of the GRIB 2 code form.
6. ICAO was requested to include new text in Annex 14 allowing for special application of declared distances for the use of runway lengths with excess paved areas to obtain runway end safety areas.
7. ICAO to identify which of the touchdown zone coded distance marking pairs should be eliminated when the available landing distance or distance between thresholds is less than 2400m.
8. States adopted the first version of the “Draft Strategy for the Transition to AIM”.
9. States were urged to notify of the total implementation of the AIRAC system not later than 31 July 2009.
10. Implement plans for the new ICAO Flight Plan model is to be initiated by states.
11. States to take measures to reduce operational errors in the ATC coordination loop between adjacent ACCs.
12. ICAO to review the methodology used for conducting post RVSM implementation safety assessment.
13. States to develop their PBN national implementation plans by December 2009.

14. ICAO to initiate an amendment to Doc 7030 for the application of SLOPs in areas where route separation is at least 30 NM and no ATS surveillance systems coverage exist.
15. ICAO to amend the format of FASID Table CNS 3 by adding a new column under GNSS requirements to reflect the planning of ABAS requirements.
16. Adopted the revised terms of reference of GREPECAS and agreed to include it in the GREPECAS Procedural Handbook.

APPENDIX B

**THE FIFTEENTH MEETING OF THE CAR/SAM REGIONAL PLANNING AND
IMPLEMENTATION GROUP (GREPECAS/15)**

CONCLUSIONS/DECISIONS

AN ANALYSIS

1. The GREPECAS/15 Meeting developed a total of 54 outputs, comprising 43 Conclusions and 11 Decisions. These 54 outputs can be categorized into two levels of actions. The first level (43 outputs), known as “implementation plans”, calls for action by Headquarters, the Regional Office, States and GREPECAS itself and results in activities that support the implementation of air navigation systems. The second level (11 outputs; Conclusions 15/2, 15/5, 15/14, 15/16, 15/20, 15/24, 15/25, 15/26, 15/37, 15/39 and 15/41 refer), known as “implementation gaps”, calls for action specifically by Headquarters and results in activities that would involve further development of requisite provisions and guidance material. Issue forms for these “implementation gaps”, which were developed and submitted by the Regional Office, are available on the ANC website.

2. Out of 54 outputs, 22 (including 11 implementation gaps) have been suggested for specific review by the ANC and are detailed in the action plan Appendix C hereto. The selection criteria for 22 outputs for review by the ANC reflects inter alia key regional implementation issues, calls for interregional harmonization, refers to ICAO global programmes or requests for specific action by ICAO Headquarters.

3. With regard to the conclusions and decisions of the meeting which are not reflected in the Action Plan, follow-up action will be taken by the Secretary General in accordance with established practice. Each entry in the Action Plan is linked to the Strategic Objectives of the Organization which were in place at the time of the meeting.

Appendix C

- 2 -

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/2 D	EXTENSION OF APPLICABILITY DATES OF E-TOD PROVISIONS	That ICAO consider extending the applicability dates for developing e-TOD requirements as follows: a) Areas 1 and 4 to 2010; and b) Areas 2 and 3 to 2013.	ICAO Regional Office, Lima ICAO HQ ANB/MET/ AIM	Issue form sent to HQ Revised applicability dates	Noted that the issue was already being addressed by the Secretariat and a decision would be taken by the Commission and the Council soon.	Completed Completed
C 15/5 A	TRAINING FOR CAR/SAM STATES ON THE DETAILS AND USE OF NEW WAFS ICING, TURBULENCE AND CONVECTIVE CLOUD FORECASTS DERIVED FROM GRIB 2 DATA	That the Washington WAFC, in coordination with WMO, be invited to: a) starting in 2010 or 2011, provide computer-based training on the applications and use of the new forecasts issued by the WAFS provider States; b) assist the States in English, as necessary; and c) assess the possibility of providing future training on the operation and use of the new WAFS products in English and Spanish.	ICAO Regional Office, Lima ICAO HQ ANB/MET/ AIM	Issue form sent to HQ Computer based training programme and seminars, if appropriate	Supported and requested the Secretary General to call upon the WAFC Washington Provider State, in coordination with WMO, to organize the required workshop in 2010.	Completed September 2012

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/14 A	SEMINAR/ WORKSHOP ON SIGMET INFORMATION	That ICAO, in coordination with WMO and VAAC provider States, organize a seminar on the preparation, issuance, and dissemination of SIGMET information.	ICAO Regional Office, Lima	Issue form sent to HQ	Concurred with GREPECAS and requested the Secretary General to organize the required training in coordination with WMO and VAAC Washington and Buenos Aires Provider States.	Completed
			ICAO HQ ANB/MET/ AIM	Letter to WMO		Completed
			ICAO Regional Offices Lima and Mexico	Training Seminar		December 2009
D 15/16 D	HARMONIZATION OF THE INFORMATION CONTAINED IN CAR/SAM FASID TABLE AOP 1 AND IN DOC 7910	That, in order to harmonize the information contained in Doc 7910 – “Location Indicators” and CAR/SAM FASID Table AOP 1, the ICAO NACC and SAM Offices carry out a detailed review of the information contained in both documents and, as necessary: a) update and amend CAR/SAM FASID Table AOP 1 in accordance with the ICAO amendment procedures; and b) request ICAO to update Doc 7910.	ICAO Regional Office, Lima	Issue form sent to HQ	Agreed and requested the Secretary General that the CAR/SAM AOP Table and the information contained in Doc 7910 should be reviewed in order to harmonize the information contained in both documents.	Completed
			ICAO Regional Offices Lima and Mexico	Amendment of FASID Table AOP 1		December 2009
			ICAO HQ ANB/MET/ AIM	Updated Doc 7910		September 2011

Appendix C

- 4 -

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/20 D	NEW TEXT WITHIN PARAGRAPH 3.5, VOLUME 1, ANNEX 14 FOR RUNWAY END SAFETY AREAS (RESAS)	ICAO is requested to study the possibility of including supplementary wording in paragraph 3.5, Volume 1, Annex 14, allowing for special application of declared distances for use in runway lengths with excess paved areas to obtain RESAs, in compliance with ICAO requirements.	ICAO Regional Office, Lima ICAO HQ ANB/AGA	Issue form sent to HQ Text included in Annex 14	Confirming the request, invited the Secretary General to include the task in the work programme of the Secretariat.	Completed 2012
C 15/24 D	IDENTIFICATION OF MARKING PAIRS TO BE ELIMINATED	That ICAO identify which of the touchdown zone coded distance marking pairs should be eliminated when the available landing distance or the distance between thresholds is less than 2400 m. In this respect, the GREPECAS AGA/AOP/SG suggests to eliminate the markings that are closer to the runway centre line.	ICAO Regional Office, Lima ICAO HQ ANB/AGA	Issue form sent to HQ Amendment to Annex 14 concerning elimination of markings	Confirming the request, invited the Secretary General to include the task in the work programme of the Secretariat.	Completed 2012
C 15/25 D	COMPATIBILITY OF ENGLISH AND SPANISH WORDING IN ANNEX 14, VOL. I, PAR. 5.2.5.4	That ICAO reviews the wording in the English and Spanish versions of paragraph 5.2.5.4 of Annex 14, Vol. I, in order to harmonize both versions.	ICAO Regional Office, Lima ICAO HQ ANB/AGA	Issue form sent to HQ Revised and harmonized paragraph 5.2.5.4 of Annex 14, Vol. I	Confirming the request, invited the Secretary General to include the task in the work programme of the Secretariat.	Completed 2011

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/26 D	TRAINING SEMINARS/ WORKSHOPS IN SUPPORT OF THE TRANSITION FROM AIS/MAP TO AIM	That ICAO be urged to assist States/Territories with conducting at least 2 seminars and/or workshops on matters related to AIM transition and to include said events in technical cooperation projects that ICAO Regional Offices are carrying out in support of air navigation services.	ICAO Regional Office, Lima ICAO HQ ANB/MET/ AIM	Issue form sent to HQ 2 seminars organized under TC programme	Noted and requested the Secretariat to consider the conduct of seminars on AIM transition at an appropriate time using TC mechanism.	Completed July 2011
C 15/27 D	ADOPTION OF THE DRAFT STRATEGY FOR THE TRANSITION TO AIM	That CAR/SAM States adopt the first version of the “ <i>Draft Strategy for the Transition to AIM</i> ” prepared by the AIM/QM/TF.	ICAO Regional Offices Lima and Mexico, States	Letter containing the Roadmap for the transition from AIS to AIM as noted by the ANC	Noted	June 2009

Appendix C

- 6 -

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/29 D	DATES OF AIRAC SYSTEM	<p>That States, Territories and International Organizations of the CAR/SAM Regions:</p> <p>a) publish an AIC each year that includes AIRAC based on effective dates of the aeronautical integrated documentation package, which includes the AIRAC system application in support of efficient use of the mentioned system, as well as the important impact that the system has on operational safety;</p> <p>b) publish aeronautical information that introduces significant changes impacting air navigation systems at least 56 days prior the effective date; and</p> <p>notify the NACC and SAM ICAO Regional Offices of the total implementation of the AIRAC system not later than 31 July 2009.</p>	CAR/SAM States, territories and international organizations	AIC publication by States, territories and international organizations on AIRAC	Noted and encouraged GREPECAS to continue its efforts in urging States to adhere to dates of AIRAC system.	31 July 2009

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
<p>C 15/35</p> <p>D</p>	<p>IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN MODEL</p>	<p>Considering that States should take measures to implement the new ICAO flight plan model pursuant to Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), and in order to establish a regional strategy to facilitate global implementation of this amendment that:</p> <p>a) based on the guidance material to be prepared by ICAO, CAR/SAM States/Territories and International Organizations take the necessary measures to prepare for the transition to the new flight plan model; and</p> <p>b) the Subgroup establish a contributory body to develop a regional strategy for the transition to the new flight plan model in the CAR/SAM Regions and the provisions associated with ATS messages.</p>	<p>GREPECAS</p>	<p>Regional strategy</p> <p>Transition to the new Flight Plan model</p>	<p>Recognizing that many of the regions are progressing at a different pace for migration to new ICAO flight plan, the Commission reiterated the need for global coordination by ICAO HQ so as to ensure smooth transition at regional and national levels.</p>	<p>Dec 2009</p> <p>March 2012</p>

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/36 D	MEASURES TO REDUCE OPERATIONAL ERRORS IN THE ATC COORDINATION LOOP BETWEEN ADJACENT ACCs	<p>That taking into account the impact of operational errors in the ATC coordination loop between adjacent ACCs on air operations safety:</p> <p>a) CAR/SAM States/Territories/International Organizations apply, on an urgent basis among other measures, the programme for the prevention of errors in the coordination loop between adjacent ACCs described in Appendix F to this part of the Report in order to reduce LHDs caused by errors in traffic coordination messages between ATC units to achieve an acceptable target level of safety;</p> <p>b) CAR/SAM States/Territories/International Organizations gradually implement the interface for data exchange among ATC units (AIDC); and</p> <p>c) ICAO coordinate, provides assistance, and conduct follow-up on the implementation of these corrective measures.</p>	CAR/SAM States/ Territories/ International Organizations	<p>Error-preventing programme in the coordination loop between adjacent ACCs.</p> <p>Implement AIDC</p>	Noted and supported the idea of remedial actions such as implementation of AIDC. Also, agreed that ICAO should provide all the necessary support to States in the regions to implement the corrective measures.	<p>March 2010</p> <p>On going</p>

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/37 D	REVIEW OF THE METHODOLOGY USED FOR SAFETY ASSESSMENT	That ICAO review the methodology used for conducting post RVSM implementation safety assessments considering the fact that type M and N errors identified and used to perform this assessment may not be related to RVSM implementation.	ICAO Regional Office, Lima ICAO HQ ANB/ATM	Issue form sent to HQ New methodology to assess M and N errors LHDs.	Did not agree with the view of GREPECAS and reiterated that the safetySecretary General should take into account all types of errors in the RVSM airspace, including the M and N during the evaluation of the risk.	Completed Not applicable as it was not agreed to.
C 15/38 A	NATIONAL PBN IMPLEMENTATION PLANS	That in order to initiate PBN implementation and in accordance with Resolution 36/23, CAR/SAM States/Territories: a) develop their PBN national implementation plans by December 2009, and present them to the corresponding Regional Offices; b) consider using the PBN action plans models presented in Appendix G to this part of the Report as guidance material; and c) designate a Point-of-Contact who will coordinate PBN implementation activities in each State/Territory.	States	National PBN Implementation Plan	Noted	December 2009

Appendix C

- 10 -

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/39 D	ADOPTION OF STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)	That, recognizing that Strategic Lateral Offset Procedures (SLOP) may provide safety enhancements in the CAR/SAM Regions, ICAO take the necessary measures to initiate an amendment to Doc 7030, based on the PANS-ATM (Doc 4444), for the application of SLOP in areas where route separation is at least 30 NM and no ATS surveillance system coverage exists (i.e., radar, ADS-B, etc).	ICAO Regional Office, Lima ICAO Regional Office, Lima ICAO HQ ANB/ATM	Issue form sent to HQ Amendment to DOC 7030 concerning Application of SLOP in areas where route separation is at least 30 NM	Agreed with the proposal and requested the Secretary General to take the necessary measures for the application of SLOP in areas where route separation is at least 30 NM	Completed Superseded by Amendment 2 PANS-ATM (November 2009)
C 15/40 D	SEMINAR/WORKSHOP ON THE IMPLEMENTATION OF AIR-GROUND DATA LINKS AND THEIR APPLICATIONS	In order to support the study of a plan to conduct air-ground data links transmission trials and the functionalities or applications implemented through such links, ICAO is urged to organize and conduct a seminar/workshop on this topic the last quarter of 2009.	ICAO Regional Offices Lima and Mexico	Concluded seminar programme and established date for its convening	Noted and requested the Secretariat to conduct such workshops on a global basis.	November 2009

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/41 D	AMENDMENT TO THE REGIONAL AIR NAVIGATION PLAN – TABLE CNS/3 OF FASID	That ICAO consider amending the format of the Regional Air Navigation Plan FASID Table CNS 3 by adding a new column under GNSS requirements to reflect the planning of ABAS requirements as shown in the Appendix N to this part of the Report.	ICAO Regional Office, Lima ICAO Regional Office Lima and ICAO HQ ANB/CNS/ AIRS	Issue form sent to HQ Submission of the proposal to HQ Approved amendment	Concurred with GREPECAS and requested the Secretariat to amend the format of the Regional Air Navigation Plan, FASID, Table CNS 3 accordingly.	Completed October 2009 Completed

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/43 D	SUPPORT FOR PROJECT RLA/03/902- SACCSA	<p>Bearing in mind:</p> <ul style="list-style-type: none"> • that Phase III of SACCSA could provide definitive elements for decision-making by the CAR/SAM Regions with regard to the implementation of SBAS; • that the proposed ionospheric studies are of considerable importance for gaining knowledge and characterizing actual behaviour for consequent implementation/planning of the GNSS solution; and • the importance of having CAR/SAM States willing to participate in Phase III of RLA/03/902 SACCSA for the efficient completion of the project; <p>ICAO is requested to circulate, as soon as possible through its Regional Offices, a letter to States/Territories/International Organizations, asking them to identify by 31 December 2008, whether or not they are interested in participating in Phase III of project RLA/03/902 - SACCSA in order to determine those interested in conducting Phase III and making a decision in this regard.</p>	ICAO Regional Offices Lima and Mexico	Information from States/ territories and international organizations on their participation in Project RLA/03/902 SACCSA, Phase III	Noted	June 2009

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/46 D	CAR/SAM REGIONAL ACTION FOR THE PREPARATION AND SUPPORT OF THE ICAO POSITION FOR WRC-11	<p>That CAR/SAM States and International Organizations, in preparation and support of the ICAO position for the ITU World Radio Communication Conference – 2011 (WRC-11):</p> <p>a) support and follow-up on the work of ICAO to prepare and update its position for WRC-11;</p> <p>b) appoint a focal point or a contact person to serve as a liaison with ICAO and with the national radio frequency spectrum management authority to coordinate matters concerning WRC-11;</p> <p>c) participate actively in the Organization of American States (OAS) CITEL meetings in preparation for WRC-11;</p> <p>d) participate actively in any meetings and seminars convened by ICAO to explain and analyze the position of this organization for WRC-11;</p> <p>e) participate actively in WRC-11 in support of the ICAO position; and</p> <p>f) recommend and implement other appropriate measures.</p>	ICAO Regional Offices Lima and Mexico	Support from States and international organizations on the ICAO position at WRC-11 through submission of progress reports	Noted and requested the Secretary General to urge States to continue to participate at various levels in different fora to provide support for the ICAO position.	Ongoing with completion date of July 2011

Appendix C

- 14 -

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
C 15/47 A	FURTHER ACTIONS TO IMPLEMENT CONCLUSION ASB/8/2	<p>In order to complete Conclusion ASB/8/2 that:</p> <p>a) immediately after the GREPECAS/15 Meeting, the ICAO Regional Offices forward to IATA and IFALPA the list of “U” air navigation deficiencies currently available in the GANDD;</p> <p>b) States that have been not yet done so carry out the “U” deficiency risk assessment and submit results to the accredited Regional Office not later than 5 January 2009;</p> <p>c) IATA and IFALPA carry out the “U” deficiencies risk assessment and submit the results to the ICAO Regional Offices not later than 1 March 2009; and</p> <p>d) ICAO conduct a special ASB Meeting at he NACC Regional Office in Mexico City in April 2009 to analyze the results of the completed exercise.</p>	ICAO Regional Offices Lima and Mexico IATA IFALPA and States	Implementation of Conclusion ASB/8/2	Noted and requested GREPECAS to analyze the list of AN deficiencies and present its findings in future reports.	June 2010

Concl/ Dec No. --- Strategic Objective*	Title of Conclusion/ Decision	Text of Conclusion/Decision	Responsibility	Deliverable	Action Recommended to ANC	Reporting/ Completion date
D 15/52 D	TERMS OF REFERENCE, WORK PROGRAMME, AND COMPOSITION OF GREPECAS CONTRIBUTORY BODIES	GREPECAS approves the Terms of Reference, Work Programmes, and composition of its contributory bodies as shown in Appendices B to G of this part of the Report.	ICAO Regional Offices Lima and Mexico	Revised Handbook	Noted	Completed

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

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

B: Security - *Enhance global civil aviation security;*

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

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

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

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