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Fourteenth Directors of Civil Aviation of the Central Caribbean Meeting (C/CAR/DCA/14)
Kingston, Jamaica, 11 to 13 May 2015

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- Agenda Item 4: Air Navigation Matters**
4.1 Global and Regional Air Navigation Aspects
4.1.2 CAR/SAM Regional Planning and Implementation Group (GREPECAS)

SEVENTEENTH CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP MEETING (GREPECAS/17)

(Presented by Secretariat)

EXECUTIVE SUMMARY	
This information paper presents for revision the status of valid Conclusions and Decisions of the Seventeenth CAR/SAM Regional Planning and Implementation Group Meeting (GREPECAS/17) held in Cochabamba, Bolivia, from 21 to 25 July 2014.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Seventeenth CAR/SAM Regional Planning and Implementation Group Meeting (GREPECAS/17) Report, Cochabamba, Bolivia, from 21 to 25 July 2014

1. Introduction

1.1 This information paper presents GREPECAS/17 Meeting results that adopted valid conclusions about air navigation matters, among other important regional and global air navigation matters.

1.2 The follow-up of these conclusions, regarding Central America, is proposed to this Fourteenth Directors of Civil Aviation of the Central Caribbean Meeting (C/CAR/DCA/14) and the States/Territories/International Organisations are urged to implement the conclusions presented in **Appendix A** to this paper.

Current implementation status of the conclusions and decisions formulated in GREPECAS/16, CRPP/1 and CRPP/2 Meetings

1.3 The Meeting noted the two Programmes and Projects Review Committee (PPRC) meetings held in 2011 and 2012.

1.4 The Meeting noted that in the PPRC/2, the participating States performed an analysis of the GREPECAS conclusions and decisions status considered as valid by the PPRC/1 meeting, as well as the actions adopted by the CAR/SAM States/Territories/International Organisations and/or the ICAO Secretariat, and all the pending conclusions and decisions of GREPECAS were considered as completed. The current status of these conclusions and decisions is shown in the **Appendix B** to this information paper.

1.5 The PPRC/2 meeting also reviewed the draft conclusions and decisions formulated by the PPRC/1 meeting that have been distributed to the States through the GREPECAS fast track procedure and concluded that they had been finalised or rendered invalid by time, developments or action taken by the PPRC/2 meeting. The results of this analysis are shown in **Appendix C** to this information paper.

1.6 When the draft conclusions and decisions formulated during the PPRC/2 meeting and its current implementation status were analysed, the Meeting decided that the valid conclusions and decisions were formally adopted as GREPECAS conclusions and decisions (Conclusions 17/1, 17/2 and Decisions 17/3, 17/4 and 17/5 shown in Appendix A to this paper).

GREPECAS and RASG-PA coordination activities review

1.7 A report on the activities of the Regional Aviation Safety Group – Pan America (RASG-PA), the ICAO Global Aviation Safety Plan (GASP) and Annex 19 implementation through aviation initiatives and projects to improve aviation safety mitigating risks and in that way reducing the air fatal accident rate in the Pan America Region.

1.8 The Meeting noted the results of the Air Safety Report (ASR) fourth edition, where the following risk areas in the Pan America Region were concluded: Runway Excursion (RE), Control Flight Into Terrain (CFIT) and Loss of Control – In Flight (LOC-I), and recently Mid-Air Collision (MAC) was added.

Air navigation activities at global, intra-regional, and inter-regional level

Results of the 38th Session of the ICAO Assembly (A38) Concerning Air Navigation Aspects and Their Impact on Regional Air Navigation Planning and Implementation Activities

1.9 The Meeting took note of the results of the 38th Session of the ICAO Assembly concerning air navigation aspects, particularly Resolutions A38-2, A38-6, A38-8, A38-11, and A38-12, and analysed their impact on air navigation planning and implementation activities in the CAR/SAM Regions.

Follow-up on the regional performance dashboard development

1.10 The Meeting was apprised of the results of the Global Coordination Meeting (GCM) of Regional Planning and Implementation Groups (PIRGs) and Regional Aviation Safety Groups (RASGs), held in Montreal, Canada, on 19 March 2013.

1.11 Likewise, the Meeting took note of the metrics or initial data set included in the global air navigation key priorities referred to in Resolution A38-2, and that on 5 May 2014, ICAO published the Regional Performance Dashboards (<http://www.icao.int/safety/Pages/Regional-Targets.aspx>) to measure progress with implementation of global objectives and priorities for each Region.

1.12 In order to meet the Regional Performance Dashboard requirements, the CAR/SAM Regions have been working on the performance indicators and goals for both safety and air navigation during 2013-2014, resulting in regional commitments to indicators and goals contained in the Bogota Declaration for the SAM Region and Port-of-Spain Declaration for the NAM/CAR Regions.

Activities of the Planning and Implementation Regional Groups (PIRGs) in Other Regions

1.13 GREPECAS was informed about the activities of the PIRGs in other Regions, including the review of the corresponding PIRG meeting reports by the Air Navigation Commission (ANC).

1.14 Based on the review of the PIRG and RASG meeting reports by the ANC, the need was identified for the Secretariat at Headquarters to apply a coordination approach involving all regional groups and between the PIRGs and RASGs of the same region.

Regional Performance-Based Air Navigation Plans

1.15 For the CAR Region, the Secretariat provided an overview of the formulation and updating of the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP), Version 3.1, which is aligned with the ICAO Aviation System Block Upgrade (ASBU) methodology. It highlighted that the RPBANIP serves as the basis for air navigation implementation activities in the NAM/CAR Regions, and reflected regional priorities and milestones.

1.16 The RPBANIP was updated, reviewed and analysed as a third edition by the NAM/CAR Air Navigation Implementation Working Group (ANI/WG) in July 2013, with the following changes, *inter alia*: a five-year plan; selected ASBU B0 modules; the corresponding added Air Navigation Report forms (ANRFs) and expansion of operational scenarios justifying the RPBANIP.

CARSAMMA activities

1.17 The Meeting noted the activities carried out by the CAR/SAM Monitoring Agency (CARSAMMA) understanding that out of the data provided to CARSAMMA on air traffic operations by the CAR and SAM States only 42% and 78% of the information provided by SAM and CAR States, respectively, had been used due to errors with completion of the forms sent to the Agency.

1.18 Likewise, the Meeting was informed that based on the study carried out by CARSAMMA, the Agency had identified 407 and 157 flights in Reduced Vertical Separation Minimum (RVSM) airspace in the SAM and CAR Regions, respectively, which were not registered in the RVSM-Approved Aircraft Global Database, accounting for 0.18% and 0.44% of the total number of flights, respectively.

1.19 The Meeting also noted that 58% of Large Height Deviations (LHDs) that occurred in the CAR and SAM Regions could not be used for safety assessment calculations due to missing or inaccurate information in the LHD forms, thus significantly affecting the RVSM airspace risk estimates.

States-Industry Collaborative Process for the CAR and SAM Regions

1.20 The Meeting was informed by Brazil, United States, ALTA, IATA, IFALPA and RTCA that the main challenges in achieving the goals of the *Bogota* and *Port-of-Spain Declarations* are the inherent issues in transitioning from current systems to the ones specified in the ASBU framework. In this regard, information was provided regarding the advantages of including a collaborative decision-making process that operates as a mechanism to define the steps required to implement near and mid-term operational capabilities already defined in regional plans.

General Comments on Programmes and Projects

1.21 The Meeting took note of the comments made by the President of the ANC regarding the GREPECAS Programmes and Projects methodology, which was considered as positive since it was result-oriented and aligned with the ASBU. He also mentioned that there was little risk in the implementation in the case of very dynamic States as compared to less dynamic ones, and took note of the structure of GREPECAS, which in fact encompasses two regions with independent implementation processes

1.22 It was also emphasized the coordination that existed between the two Offices to ensure interoperability. Some opportunities for improvement were also identified in some project indicators, which should measure the impact in terms of operational benefits and not only the deliverables of a specific project activity.

1.23 Two States expressed their concern regarding the working methodology of the CAR and SAM implementation groups and its possible impact on the future work of GREPECAS.

Deficiencies Reported by IATA in the CAR/SAM Regions

1.24 The Meeting took note of the information provided by IATA regarding some deficiencies identified in some CAR/SAM States. The list of the deficiencies identified by IATA can be found in Appendix A to WP/34, so that, in accordance with the procedures and methodology established in the GREPECAS Procedural Handbook, the States could analyse them and establish measures to reduce their operational impact.

1.25 After analysing the deficiencies database, the Meeting agreed that there were opportunities for improving the ICAO uniform methodology for the identification, assessment, and reporting of air navigation deficiencies, and that in recent years, ICAO had implemented a series of management tools that might justify the need to analyse the effectiveness of this programme in greater detail.

Matters Related to the Organization of GREPECAS

1.26 The Meeting took note of the inclusion of two additional tasks in the PPRC work programme. The first one corresponded to the collection, monitoring and reporting of implementation performance measurements to be posted on the regional performance dashboard of the ICAO CAR and SAM Regional Offices websites. The second task was to ensure that the programmes and projects are aligned with the ASBU modules, which were approved at the PPRC/2 Meeting. In this respect, the Meeting approved the Sixth Edition of the GREPECAS Procedural Handbook (Version 1.2), containing the amendments to the PPRC work programme.

2. Conclusion

2.1 The Meeting is invited to take note of the information presented in this paper and to visit the following webpage <http://www.icao.int/SAM/Pages/GREPECAS17.aspx> where the final report can be found.

APPENDIX A

GREPECAS/17 CONCLUSIONS AND DECISIONS

CONCLUSION 17/1 REGIONAL AND GLOBAL AIR NAVIGATION REPORTING

That States:

- a) support the plan to produce an online Regional Performance Dashboard in March 2014 and the annual Global Air Navigation Report to be published in April 2014;
- b) provide the required information to the ICAO Regional Offices to demonstrate operational improvements by February 2014 and periodically thereafter; and
- c) establish, if not yet done so, a performance measurement strategy that comprises data compilation, processing, storage and reporting for the regional performance metrics identified for air navigation systems.

CONCLUSION 17/2 FOLLOW-UP ON AN-CONF/12 RECOMMENDATIONS BY STATES AND INTERNATIONAL ORGANISATIONS

That States and international organisations, on the basis of the analysis to Appendix A* to this part of the report, take follow-up action as appropriate on the applicable recommendations of AN Conf/12.

- Appendix A to Agenda Item 2 of PPRC/2

DECISION 17/3 REGIONAL PRIORITIES AND TARGETS FOR AIR NAVIGATION

That GREPECAS:

- a) establish, as per Recommendations 6/1 and 6/12 of the Twelfth Air Navigation Conference (AN-Conf/12), regional priorities and targets for air navigation, consistent with the Global Air Navigation Plan (GANP) and Aviation System Block Upgrades (ASBU), by March 2014, if possible, and by May 2014 at the latest; and
- b) as per GREPECAS Decision 16/3, the regional priorities and targets for air navigation will be coordinated with RASG-PA to ensure consistency of action and avoid overlap.

DECISION 17/4 REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE PROGRAMMES AND PROJECTS REVIEW COMMITTEE (PPRC)

That the proposed revised terms of reference and work programme of the PPRC shown in Appendix A to this part of the report are approved.

DECISION 17/5 GREPECAS ANNUAL REPORT

That GREPECAS submit an annual report to the ICAO Air Navigation Bureau (ANB) consisting of the GREPECAS meeting report in years when a GREPECAS meeting is held and a PPRC meeting report in other years, which includes a Table of Conclusions and Decisions in the format presented in Appendix B.

**CONCLUSION 17/6 FOLLOW-UP ON THE IMPLEMENTATION OF A38
RESOLUTIONS REGARDING AIR NAVIGATION**

That, pursuant to the resolutions of the 38th Assembly concerning air navigation matters, CAR/SAM States:

- a) proceed to amend their national air navigation plans, taking into account the GANP and the regional performance-based implementation plans, aligned with the ASBUs;
- b) provide the respective ICAO Regional Offices, no later than **15 September 2014**, with the names and contact information (telephone, e-mail) of the focal points designated to coordinate with ICAO and the national bodies responsible for managing the radio frequency spectrum, with a view to supporting the ICAO position at the ITU WRC-15;
- c) use ICAO standardized phraseology in all situations for which it has been specified and make use of the ICAO Aviation English Language Test Service (AELT) to verify language proficiency testing instruments;
- d) publish any significant differences in their Aeronautical Information Publication (AIP) and use the Electronic Filing of Differences (EFOD) system to notify differences to ICAO; and
- e) note the criteria of the permanent declaration of Resolution A38-12 and take them into account in the planning, establishment, and operation of air navigation services.

**CONCLUSION 17/7 APPROVAL OF THE FORMS TO FOLLOW-UP ON THE
PROGRESS ON INDICATORS AND TARGETS FOR THE
CAR/SAM REGIONS**

That for GREPECAS to collect, monitor, and report progress on operational improvement implementation in the CAR/SAM Regions based on the indicators and targets established in the *Bogota and Port-of-Spain Declarations* and subsequently submit it to the ICAO Air Navigation Commission:

- a) the form presented in Appendix A to this part of the report is approved; and
- b) the ICAO NACC and SAM Regional Offices will implement this form in order to report progress for inclusion in the regional performance dashboards.

CONCLUSION 17/8 INCLUSION OF REGIONAL PERFORMANCE-BASED IMPLEMENTATION PLANS IN THE NEW AIR NAVIGATION PLAN (eANP)

That, taking into account the individual regional performance-based implementation plans, the ICAO NACC and SAM Regional Offices include the corresponding sections of those plans in the new electronic CAR/SAM Air Navigation Plan (eANP), Volume III.

CONCLUSION 17/9 ACTIVITIES FOR A CONSOLIDATED INTERFACE CONTROL DOCUMENT (ICD) FOR AIDC IMPLEMENTATION IN THE CAR AND SAM REGIONS

That, in order to ensure efficient and practical implementation of AIDC functionality at both intra- and inter-regional levels between the CAR and SAM Regions:

- a) ICAO, through the GREPECAS D Programme, shall assess the existing ICDs and coordinate the necessary activities for development of a consolidated Interface Control Document (ICD) for AIDC implementation in the CAR and SAM Regions; and
- b) D Programme Projects shall submit the results of coordination for a consolidated ICD for the CAR and SAM Regions at the GREPECAS PPRC/3 Meeting.

CONCLUSION 17/10 MANUAL-GUIDE ON THE ASSESSMENT OF LARGE HEIGHT DEVIATIONS (LHDs) WITH SMS METHODOLOGY FOR THE ANALYSIS AND ASSESSMENT OF LHD REPORTS

That the States of the CAR/SAM Regions use the Manual-Guide on the Assessment of Large Height Deviations (LHDs) with SMS methodology presented in Appendix B to this part of the report for the analysis of LHDs reports.

CONCLUSION 17/11 IMPROVEMENTS IN MET ACTIVITIES

That CAR/SAM States, Territories and International Organisations:

- a) continue conducting periodic volcanic ash tests;
- b) urge the AIS areas to prepare and disseminate, in coordination with the MET areas, ASHTAM messages when conducting volcanic ash exercises;
- c) urge Civil Aviation Training Centres (CATCs) to implement training programmes for MET personnel in accordance with the principles emanating from the World Meteorological Organization (WMO), contained in Publication No.1083 – WMO (PIB-M);
- d) secure the funds required for lead auditors to visit other States of the Region to audit the MET/QMS implemented in the CAR/SAM Regions; and
- e) urge the Brasilia OPMET Databank to continue conducting OPMET exchange controls on a quarterly basis.

CONCLUSION 17/12 REVISION OF THE ICAO UNIFORM METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES

That ICAO consider conducting a comprehensive revision of the uniform methodology for the identification, assessment and reporting of air navigation deficiencies, identifying opportunities for improving both the database as well as the process itself, in order to generate a more efficient and effective process, with greater participation of the users, and taking into account the existing limitations of the Secretariat for the identification of deficiencies through State missions.

DECISION 17/13 APPROVAL OF AMENDMENT OF THE GREPECAS PROCEDURAL HANDBOOK

Version 1.2 of the Sixth Edition of the GREPECAS Procedural Handbook, as shown in Appendix to this part of the Report is approved.

Appendix B

FOLLOW-UP ON OUTSTANDING CONCLUSIONS AND DECISIONS FORMULATED BY PREVIOUS GREPECAS MEETINGS CONSIDERED AS VALID BY GREPECAS/16 – MEETING – ACTION PLAN

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C12/67	QUALITY ASSURANCE SYSTEMS FOR MET SERVICES IN THE CAR/SAM REGIONS	That CAR/SAM States/Territories/International Organisations make utmost efforts to establish quality assurance systems for meteorological services provided in support of international air navigation in the CAR/SAM Regions.	All SAM States have implemented the MET QMS system; 5 of these States have certified the MET/QMS system and the remaining States are in the process of certification. In the CAR Region, 5 States and 1 Territory have implemented the MET/QMS system and 11 States are in an advanced state of MET/QMS implementation. Since practically all States have started the establishment of quality assurance systems for meteorological services, the conclusion is considered as finalised.	States/Territories	Implementation of MET QMS	N/A*	Completed
C 13/23	DEVELOPMENT OF A GUIDE FOR THE DRAFTING OF EMERGENCY PLANS FOR AERODROMES THAT MIGHT BE AFFECTED BY VOLCANIC ASH IN THE CAR/SAM REGIONS	That the AERMET Subgroup, in coordination with the Secretariat, develops a guide for the drafting of emergency plans for aerodromes that might be affected by volcanic ash in the CAR/SAM Regions.	The guide was drafted, and is available in Spanish and English.	ICAO	Guide for the drafting of emergency plans for aerodromes that might be affected by volcanic ash in the CAR/SAM Regions.	N/A	Completed

¹ ICAO established the following Strategic Objectives for the 2011-2013 period:

A. *Safety* — Enhance global civil aviation safety

B. *Security* — Enhance global civil aviation security

C. *Environmental protection and sustainable development of air transport* — Foster harmonized and economically viable development of international civil aviation that does not unduly harming the environment.

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 13/41	NEED TO FURTHER AIS/MAP AUTOMATED SYSTEMS	<p>That, considering the need for CAR/SAM States/Territories/ International Organizations to develop automated systems for the exchange of information/data and the resulting application of the aeronautical information management (AIM) concept, GREPECAS consider:</p> <p>a) automation of AIS services in the CAR/SAM Regions as an urgent matter necessary to make progress in line with developments related to the CNS/ATM elements that are already being implemented in these Regions; and</p> <p>b) urging ICAO to define the global data model for the exchange of aeronautical information as soon as possible.</p>	<p>Regarding item b), it is expected that ICAO define the exchange model. The data exchange model has not been defined yet. ICAO Headquarters has not yet provided a specific date. States and international organizations have made significant progress with the implementation of automated systems in the production and distribution of the IAIP. Costa Rica, Dominican Republic, Trinidad and Tobago (for States in the PIARCO FIR), Cuba, Mexico, and Nicaragua, as well as COCESNA (for Central America) are in the forefront in technologies associated to the global AIM. ICAO has taken note of the requirement for SARPs for the exchange of aeronautical information. SARPs are expected for 2014, so the conclusion is considered as completed.</p>	ICAO	Guidelines and/or SARPs for the exchange model	N/A	Completed
C 15/4	D-VOLMET AERONAUTICAL DATA LINK REQUIREMENTS IN THE CAR/SAM REGIONS	<p>That the ICAO NACC and SAM Offices amend Part VII Vol. I - ATS of the ANP to reflect the requirement for D-VOLMET aeronautical data link services in the CAR/SAM Regions.</p>	<p>The AERMET Subgroup, upon analysing D-VOLMET implementation in the CAR/SAM Regions, proposes an amendment to ANP Volume I Basic, Part VII ATS. The amendment will be included in the new ANP publication. The process for the amendment of the ANP, Volume I is under way. It is expected that it will be completed by the first quarter of 2014 and, accordingly, the conclusion is considered as completed.</p>	ICAO	Amendment to Part VII-ATS, ANP Vol. I	N/A	Completed

Appendix B

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 15/35	IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN MODEL	<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>On 15 November 2012, CAR/SAM States and Territories successfully implemented Amendment 1 to PANS/ATM (Doc 4444), 15th Edition.</p> <p>The transition to the new ICAO flight plan model was successfully conducted on 15 November 2012.</p>	<p>a) States and International Organizations</p> <p>b) CNS /ATM /SG</p>	Regional strategy for the implementation of a new ICAO flight plan model.	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.	Completed Nov 2012
C 16/10 C	MONITORING OF SIGMETs RECEIVED IN THE BRASILIA INTERNATIONAL OPMET DATABANK	<p>That in the controls of OPMET information carried out by the Brasilia International Databank:</p> <p>a) priority is given to the analysis of most common errors in the headings of SIGMETs;</p> <p>b) the results be sent to the ICAO SAM Office; and</p> <p>c) ICAO Lima and Mexico Offices submit the monitoring results to the corresponding States for them to take the relevant action to correct the deficiencies detected.</p>	<p>On-going activity taking into account items a), b), and c).</p> <p>The respective project coordinator has carried out this activity, the last being on 4-7 June 2013. The results were very positive, given the response of the States in providing timely information to the Brasilia and Washington databanks.</p> <p>On-going activity by the Brasilia OPMET databank. Regional Offices monitor the performance of the activity and send the results to the States. Accordingly, it is felt that the conclusion has been completed.</p>	Brasilia international OPMET databank	SIGMET monitoring	Not analysed by the ANC	Completed

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 16/13 C	SIGMET TESTS	That in order to keep a constant feedback and efficiency in the issuance of volcanic ash SIGMETs starting 2010, the States, in coordination with the corresponding VAACs, carry out the SIGMET WV test during the month of September. The test should have a duration of 48 hours.	Included in the tasks of the IAVW Project of the MET Programme. The States have taken note of the conduction of annual SIGMET WV tests in the month of September. Consequently, the conclusion is considered as completed. The Secretariat will monitor the performance of this activity.	CAR/SAM States/ Territories/ international organizations	SIGMET WV tests	Not analysed by the ANC	Completed
16/16 C	INSTALLATION OF AMHS USER TERMINALS IN METEOROLOGICAL UNITS WITH INTERNATIONAL OPMET REQUIREMENTS	That the corresponding States, when implementing the new AMHS systems in substitution of the current AFTN system, take into consideration the installation of AMHS user terminals in the MET units of the States that have international OPMET requirements, in order to increase the availability of OPMET information and to comply with GREPECAS Conclusion 6/33.	The States, upon implementing the new AMHS, are considering the installation of AMHS terminals in meteorological units with international OPMET requirements. In the CAR Region, many States are in the process of implementing this new AMHS system. The States have taken note of the need to install AMHS terminals in MET stations with international requirements, and many have already installed them. Consequently, the conclusion is considered as completed.	CAR/SAM States/Territories/in ternational organisations	Installation of AMHS user terminals in meteorological units with international OPMET requirements	Not analysed by the ANC	Completed
16/17 C	AMENDMENT TO CAR/SAM BASIC ANP AND FASID, PART VI – MET	That: a) Part VI – MET of the CAR/SAM Basic ANP and FASID Tables MET 1A and MET 2A are amended as shown in Appendix D to WP/08 of this meeting; and b) Table MET 2B of the CAR/SAM Facilities and Services Implementation Document (FASID): i. be eliminated from the CAR/SAM FASID; and ii. be included as an appendix to the CAR/SAM Guide for OPMET exchange.	Amendment to the Basic ANP circulated on 6 March 2012. NACC information pending for amendment to the ANP FASID.	Secretariat ICAO NACC and SAM Offices	Amendment to CAR/SAM Basic ANP and FASID, Part VI-MET	Not analysed by the ANC	Completed Jun 2012

Appendix B

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/Completion Date
C 16/19 C	ATM/MET SEMINAR/WORKSHOP	That ICAO, in order to develop a list of possible MET requirements in support of ATM, conduct, in coordination with WMO, an ATM/MET seminar/workshop for the CAR/SAM Regions.	It was held on 29-31 October 2012 at the NACC Regional Office.	ICAO Lima and Mexico Regional Offices	ICAO/WMO seminar/workshop	Took note and urged the Secretary General to request the WMO its support for organising the seminar/workshop	Completed Oct 2012
C 16/24 A	HARMONIZATION OF TAXIWAY DESIGNATION	That ICAO consider the development and provision of guidelines on the harmonization of taxiway designation in order to reduce operator confusion and to minimize runway incursions.	The AGA section has developed guidelines on the harmonization of taxiway designation, which are currently under review. The ICAO Aerodrome Panel has included the task in its work programme and it is expected that the task will be completed in 2014. Consequently, the conclusion is considered as completed.	ICAO HQ/AGA	Guidelines on the harmonization of taxiway designation.	Supported the development of guidelines by ICAO and urged the Secretariat to include this matter in the work programme of the Aerodrome Panel	Completed
C 16/31 C	AVAILABILITY OF DOCUMENTATION IN SPANISH	That the need to give priority, to the extent possible, to translating into Spanish the texts that are available only in English and that are of crucial importance for complying with ICAO SARPs, be proposed to ICAO with a view to achieving the AIS-AIM transition.	The proposal was submitted. The Quality Manual, Training Manual, AIS Manual, Charting Manual, Guidelines in the Use of the Public Internet for Aeronautical Applications, and eTOD Manual were translated. ICAO HQ is drafting Doc 9839 AIM-QMS, and is preparing the AIM TRAIN manual, the PANS AIM, and other documentation indicated in this conclusion for translation into Spanish. Since HQ is in the process of translating the documentation and its completion is foreseen for 2014, the conclusion is considered as completed.	ICAO HQ IIM/AIM	Spanish text of guidance material for AIS-AIM transition.	Note taken	Completed
C 16/32 C	GENERAL GUIDANCE FOR THE IMPLEMENTATION OF A GIS SYSTEM IN AIM	GREPECAS approves, as an element of vital importance in support of ICAO SARPs, the application of the general guides for the implementation of a GIS system in AIM, towards the transition from AIS to AIM in the States, Territories, and international organisations of the CAR/SAM Regions	The guides are in the process of being implemented in CAR States, and have been adopted by SAM States. In the SAM Region, all States have implemented a GIS system.	CAR/SAM States/Territories/international organisations	Apply the general guides for the implementation of a GIS system in AIM.	Note taken	Completed

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 16/36 C	COLLECTION OF INFORMATION ON EXISTING AND FUTURE AVIONICS IN THE CAR/SAM REGIONS	<p>Taking into account the importance of having information on avionics already installed and to be installed on user aircraft, for purposes of planning and cost/benefit analyses, it is urged that:</p> <p>a) States/Territories and international organisations collect information on avionics already installed and to be installed in non-IATA domestic fleets and other general aviation users, suggesting the adoption of a format similar to that of the IATA survey form (Appendix D to this part of the Report), the results to be sent to the respective ICAO Regional Office by December 2010;</p> <p>b) IATA include the aforementioned information in the IATA database, informing the ICAO CAR/SAM Regional Offices about the response to this request; and</p> <p>c) the information collected to date in the SAM and CAR Regions be included in the mentioned database, as well as any information that can be provided by the avionics manufacturers.</p>	<p>Difficulties in data collection in CAR/SAM States continue.</p> <p>This conclusion should be examined together with IATA to confirm/update the agreements for the collection of this information.</p> <p>The collection of information using the IATA form has concluded since the latter is no longer being used.</p> <p>Information on avionics is being collected in each Region as part of the activities envisaged for the implementation of PBN, data link, and new surveillance systems. Therefore, the conclusion is no longer valid and is considered as completed.</p>	<p>CAR/SAM States / Territories/ international organisations</p> <p>IATA</p>	<p>Collection of information on existing and future avionics</p> <p>Inclusion of avionics information in the IATA survey form.</p>	Not analysed by the ANC	Completed

Appendix B

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 16/38 C	IMPROVEMENTS TO THE ACTIVITIES RELATED TO ADS-B TRIALS	That States/Territories/international organisations that are carrying out ADS-B trials are urged to: a) continue with the data collection and analysis, in accordance with GREPECAS guidelines (GREPECAS/15 report, Appendix Q); b) seek the exchange of data between States, particularly with regard to coverage superposition and analysis criteria; c) solve, with the respective airspace users, the duplicate or illegal 24-bit address cases identified, and inform in this respect to the ICAO Regional Offices; d) inform airspace users on any anomaly in the received ADS-B messages, in preparation for future ADS-B implementation; and e) duly inform the ICAO Regional Offices on trial results for their publication.	The NAM/CAR Ad-hoc Group and the SAM/IG are taking into account these improvements and considerations in ADS-B trials. On-going activity prior to the installation of an ADS B station. a) Several States are analysing ADS-B data. b) ADS-B data sharing will be carried out as part of the analysis. c) 24-bit address duplication is part of the data analysis. d) Continuous activity prior to the installation of an ADS-B station. The ad-hoc groups will inform ICAO on their activities. The States have taken note of the action required when conducting ADS-B trials. Therefore, the conclusion is considered as completed.	CAR/SAM States/ Territories/ international organisations	Improvement in activities related to ADS-B trials	Note taken	Completed
C 16/40 + associated C 16/41 C	TRAINING FOR AERONAUTICAL PROFESSIONAL COMPETENCE	That CAR/SAM States/Territories and international organisations take into consideration the list of short- and medium-term training requirements shown in Appendix D to the report of the CNS/ATM/SG/1 meeting, so that the CATCs, in coordination with civil aviation authorities of CAR/SAM States/Territories and international organisations, prepare aeronautical training programmes that contemplate regional air navigation and safety requirements.	Note has been taken and it has been included in work plans and discussions on training: It will be presented and discussed at the next meeting of training centres of the NAM/CAR Regions to be held during the first semester of 2012. In the CAR Region, this list has been submitted to the consideration of the States/ANSPs and training centres. SAM States have analysed and discussed this list at the meetings of Directors of civil aviation training centres (CATCs). In order to guide States on competence-based training, the Twelfth meeting of Directors of CATCs of the SAM Region (Lima, Peru, 3-5 December 2012) considered that the Mexico and Peru training centres should draft an agenda for a seminar/workshop on competence-based training to be held during the second semester of 2013.	CAR/SAM States/ Territories/ international organisations	Aeronautical training programmes that take into consideration regional requirements.	Note taken	Completed

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 16/43 A	REVISED METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES	That: a) ICAO consider the proposed revised methodology for the identification, assessment and reporting of air navigation deficiencies presented in Appendix A to this part of the report; and b) in the <i>interim</i> , GREPECAS adopt the revised methodology as a test-bed and notify the ANC of the results.	a) ICAO took note of the revised methodology for the identification, assessment and reporting of deficiencies and is waiting for the results of implementation tests. b) The methodology continues to be applied as a test bed. ICAO has taken note of the revised methodology, which has been incorporated into a test bed prior to its final adoption. Therefore, the conclusion is considered as completed.	ICAO HQ/ANB and GREPECAS Secretary	Proposed revised methodology for the identification, assessment and reporting of air navigation deficiencies	Commended the work by GREPECAS in proposing a revised methodology for the identification, assessment and reporting of air navigation deficiencies. Any decision on this matter must await the results of the trials. The Secretariat is called upon to ensure that any revised methodology for the identification, assessment and reporting of air navigation deficiencies is uniformly applied by all PIRGs and Regions, and to verify other proposals presented by other PIRGs.	Completed

* N/A: Not applicable

Appendix C

FOLLOW-UP ON VALID CONCLUSIONS/DECISIONS OF THE PPRC/1– ACTION PLAN

Conc/Dec and Strategic Objective(s)	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up	To be initiated by	Status	Deliverable	Completion Date
<p>DRAFT CONCLUSION 1/1</p>	<p>ACTIONS TO IMPROVE PROCESSING OF AIR NAVIGATION DEFICIENCIES</p>	<p>That, with the aim of improving the processing of air navigation deficiencies, ICAO:</p> <p>a) conduct training activities on the HIRA process related to deficiencies and the mechanism for reporting to the Regional Offices, within the context of existing events, missions to States, State visits to ICAO Regional Offices, teleconferences, etc.;</p> <p>b) request States to report, by 30 June 2012, the difficulties they may be facing for the implementation of the HIRA process for “U” deficiencies; and</p> <p>c) urge States to test the centralized database on the ICAO iSTARS platform, following the guidance contained in PPRC/1-WP/16 and provide feedback to the ICAO Regional Office by 31 August 2012.</p>	<p>PPRC/2 WP/04 under Agenda Item 1.3</p> <p>a) Teleconferences were carried out via web for some SAM States. In the CAR Region, a workshop on management of air navigation deficiencies and the use of the revised hazard identification and risk assessment methodology was held on 17 May 2013.</p> <p>b) Only one SAM State reported difficulties in HIRA implementation (Argentina) and none of the CAR States sent comments in this regard.</p> <p>The activity has been suspended until further notice.</p>	<p>a), b) and c) ICAO Regional Offices</p>	<p>a), b) and c) completed</p>	<p>Improvement in the processing of air navigation deficiencies</p>	<p>31 August 2012</p>

Appendix C

Conc/Dec and Strategic Objective(s)	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up	To be initiated by	Status	Deliverable	Completion Date
			c) The ICAO NACC and SAM Regional Offices informed through letters SA050 of 29 January 2013 and EMX1141 of 27 December 2012 that the migration of the GANDD database to the new ANDEF database of the iSTARS platform was suspended until further notice and thus the GANDD should continue to be used. The activity has been suspended until further notice.				
DRAFT DECISION 1/2	GREPECAS PROCEDURAL HANDBOOK	The 2012 Sixth Edition, version 1.1, of the GREPECAS Procedural Handbook is approved.		PPRC/1 meeting	Completed	GREPECAS Procedural Handbook updated	April 2012
DRAFT DECISION 1/3	PROGRAMMES AND PROJECT REVIEW COMMITTEE (PPRC) TERMS OF REFERENCE AND WORK PROGRAMME	The revised PPRC Terms of Reference and Work Programme presented in Appendix B to this part of the report are approved.		PPRC/1 meeting	Completed	Terms of reference and work programme of the Programmes and Projects Review Committee (PPRC) updated	April 2012
DRAFT DECISION 1/4	GREPECAS ANNUAL REPORT CONTENT	The content of the GREPECAS Annual Report presented in Appendix C to this part of the report is approved.	PPRC/2 WP/16 under Agenda Item 4.2	PPRC/1 meeting	Superseded. The content of the GREPECAS Annual Report is no longer valid (refer to WP/16).	Content of the GREPECAS Annual Report	April 2012