



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

1.3 Review of the status of implementation of GREPECAS outstanding Conclusions

(Presented by Secretariat)

SUMMARY

This paper presents a review of the status of the Conclusions adopted by GREPECAS until its Fourteenth Meeting, indicating the actions adopted to that date and proposing procedures to be agreed by the Group.

References:

- Report of GREPECAS/15 Meeting
- Regional Office Manual (ROM), Fifth Edition, 31 March 2010

1. Introduction

1.1 Traditionally, GREPECAS meetings have reviewed the conclusions and, up to its eleventh meeting, also the status of implementation of GREPECAS outstanding decisions, that is to say of previous meetings, in this case, previous to GREPECAS/15.

2. Discussion

2.1 The status of conclusions adopted by GREPECAS until its Fourth Meeting, indicating the actions so far taken, are included in the **Appendix** to this working paper.

2.2 The Meeting may recall that regional offices have an essential role in the development and update of regional air navigation plans and that the Planning and Implementation Regional Groups – PIRG(s) have been established by the Council to ensure the continuous and coherent development of regional air navigation plans. The PIRGs support regional offices in the update and implementation of the ANP(s), and in the follow up and fostering of SARP(s) and PANS application.

2.3 In this regard, the Group could agree that ICAO NACC and SAM Regional Offices could carry out a permanent and appropriate follow up of the activities contemplated in the action plans for the implementation of GREPECAS outstanding conclusions, in order to provide the required support to the States/Territories that so require, and approve the following draft conclusion:

**DRAFT
DECISION 16/XX STATUS OF IMPLEMENTATION OF GREPECAS
OUTSTANDING CONCLUSIONS**

That, starting GREPECAS/16:

- a) NACC and SAM Regional Offices carry out an appropriate follow up of the activities contemplated in the action plans for the implementation of GREPECAS outstanding conclusions in order to provide the required support to the States/Territories that so require; and
- b) the Review of the status of implementation of GREPECAS outstanding Conclusions be excluded from GREPECAS meetings' Agenda.

3. **Action required**

3.1 The Group is invited to:

- a) take into account the information presented in the Appendix to this working paper; and
- b) based on the discussions, the Meeting could approved the draft conclusion presented in paragraph 2.3.

APPENDIX

VALID CONCLUSIONS AND DECISIONS ADOPTED BY GREPECAS

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
AERMETSG							
C12/67	QUALITY ASSURANCE SYSTEMS FOR METEOROLOGICAL SERVICES IN THE CAR/SAM REGIONS	That CAR/SAM States/Territories/International Organizations make utmost efforts to establish quality assurance systems for meteorological services provided in support of international air navigation in the CAR/SAM Regions.	- A Seminar was held in 2006; - A draft was prepared of the Guide QMS/MET for the CAR/SAM Regions; - A QMS/MET Seminar was held in the SAM Region in December 2010	NACC and SAM Offices and States	Implementation of QMS MET	N/A	Valid November 2012
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 draft should be translated into English for revision by English speaking members	AERMETSG and Secretariat	Valid	Guide for the drafting of emergency plans for aerodromes that might be affected by volcanic ash in the CAR/SAM Regions.	Depends on budget availability for translation
AGA/AOP/SG							
C 13/36	CLARIFICATION ON THE APPLICATION OF THE EXPRESSION “WHEREVER PRACTICABLE” IN ANNEX 14, VOLUME I	That: a) ICAO clarifies the application of the expression “wherever practicable” mentioned in standards; and b) if possible, indicate some cases where this expression could be applied and/or if this expression is only referred to physical and topographical limitations.	Under study at ICAO Headquarters	ICAO	Valid	Correct interpretation of standards and recommended practices in Annex 14, Vol. I	

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
AIM/SG							
C 13/36	CLARIFICATION ON THE APPLICATION OF THE EXPRESSION “WHEREVER PRACTICABLE” IN ANNEX 14, VOLUME I	That: a) ICAO clarifies the application of the expression “wherever practicable” mentioned in standards; and b) if possible, indicate some cases where this expression could be applied and/or if this expression is only referred to physical and topographical limitations.	Under study at ICAO Headquarters	ICAO	Valid	Correct interpretation of standards and recommended practices in Annex 14, Vol. I	
C 13/41	NEED TO FURTHER AIS/MAP AUTOMATED SYSTEMS	That, considering the need for CAR/SAM States/Territories/International Organizations to develop automated systems for exchange of information/data and the resulting application of the aeronautical information management concept, GREPECAS consider: a) that 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 b) urging ICAO to define the global data model for the exchange of aeronautical information as soon as possible.	Update to include defined activities and target dates. Regarding item b), it is expected that ICAO HQ define the exchange model by the second semester of 2007. It still pending to define the exchange model.	ICAO Headquarters	Valid	Guidelines and/or SARPs for the exchange model.	Valid ICAO Headquarters has not yet submitted a specific date
C 13/51	APPLICATION OF THE HUMAN FACTORS PRINCIPLES TO AERONAUTICAL INFORMATION MANAGEMENT	That, considering the evolution of aeronautical information management, its level of automation, its effect on operational procedures, and its direct relevance to flight operations safety, the AIS/MAP Subgroup: a) take the necessary steps to develop human factors principles for aeronautical information management and for their application in the respective AIS/MAP services; b) develop a manual containing guidelines on human factors for aeronautical information management, and an implementation plan, based on the relevant ICAO documentation. The aforementioned manual and plan will be presented to the GREPECAS/14 Meeting; and c) schedule, in coordination with ICAO Regional Offices and the States/Territories and International Organizations, activities aimed at teaching and analyzing the repercussion of human factors on the new air navigation systems.	As a complement, AIS/MAP/SG Decision 10/4 was formulated so that the QM/TF develop guidelines for the application of human factors. AIM/QM/TG/3 developed principles of human factors and the concerning manual, containing guidelines for its application by States/Territories and International Organizations	AIS/MAP/SG	Items a) and b) completed. Item c) valid	AIM Manual on human factors	25 December 2007 December 2010

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
CNS/ATM/SG							
C 13/53	INFORMATION REQUEST ON AIRCRAFT CAPABILITY TO OPERATE SSR IN MODE S, ADS AND ADS-B	<p>That ICAO,</p> <p>a) request information from IATA on their airlines members capability to operate with Mode S transponders with elementary and enhanced capacity, as well as with ADS and ADS-B; and</p> <p>b) collect information from the States/Territories/International Organizations on the existing and planned ATC automation systems capabilities to support ADS-B systems.</p>	<p>ICAO requested IATA this information, including other avionics equipment. At ATM/CNS/SG/5 meeting, IATA presented preliminary information on the subject.</p> <p>AT SUR/TF/3 meeting, IATA also presented a new format to collect CNS-related avionics information, which includes a global data base on this topic. Once concluded, the information in this data base will provide complete information on the avionics systems installed on board aircraft.</p> <p>RLA/98/003 carried out a study on automation systems in the SAM States and in COCESNA, thus collecting the information required in item b).</p> <p>CNS/ATM/SG/1 meeting considered that the request for information on aircraft capability to operate SSR Mode S, as well as ADS and ADS-B, should be extended to include request for information on all CNS avionics equipment installed on board aircraft and, in this regard, formulated draft Conclusion CNS/ATM/1-4, which was approved by the GREPECAS fast track procedure.</p>	ICAO	<p>Information on IATA airlines capability to operate with Mode S transponders, with elementary or enhanced capacity, as well as with ADS and ADS-B. Information on the existing and planned ATC automation systems capabilities to support ADS-B systems in CAR/SAM States/Territories/International Organizations</p>	Not analyzed by the ANC	Superseded by Conclusion CNS/ATM/1-4

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 13/74 D	PROPOSAL OF AMENDMENT TO ATN REGIONAL PLAN	<p>That ICAO consider the amendment to the ATN Regional Plan contained in the FASID Table CNS/1B, by replacing that table format with the following:</p> <ul style="list-style-type: none"> • Table CNS 1Ba – CAR/SAM regional Plan of ATN routers • Table CNS 1Bb – CAR/SAM regional Plan of ground-ground applications • Table CNS 1Bc – CAR/SAM regional Plan of air-ground applications <p><i>Note: -The proposed Tables CNS 1Ba and CNS 1Bb formats are shown in Appendices AY and AZ respectively. The Table CNS 1Bc would be developed by the CNS Committee soon.</i></p>	<p>As follow-up to the amendment to the ATN Regional Plan, we have:</p> <p>Table CNS 1Ba – Routers Regional Plan: There is a revised version (May 2010).</p> <p>Table CNS 1Bb – CAR/SAM ATN ground-ground applications plan: There is a revised version (May 2010).</p> <p>Table CNS 1Bc – CAR/SAM ATN ground air applications plan: there is a format proposal (GREPECAS/14). The ATN regional plan, Tables CNS 1Ba and 1Bb, will be examined/updated in 2010 and the corresponding amendment process will be made.</p> <p>The CAR/SAM ATN ground air applications plan (Table CNS 1Bc) would be ready by CNS/ATM/SG/3 meeting.</p> <p>Tables CNS 1BA and 1Bb are available. Table CNS 1Bc will be available by December 2011.</p>	ICAO	Amendment to FASID: Tables CNS 1Ba, CNS 1Bb and CNS 1Bc	Not analyzed by ANC	December 2011

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<p>C 13/79</p> <p>D</p>	<p>DEVELOPMENT OF NATIONAL PLANS TO PRIORITIZE THE AMHS AND AIDC IMPLEMENTATION AND CONTRIBUTE TO ATM AUTOMATION</p>	<p>That the States/Territories/International Organizations develop their respective national plans for the prioritization of the AMHS and AIDC implementation, based on the ATN routers table, the ATN ground-ground applications plan, and the regional AMHS addressing plan, and relevant ATN – AMHS regional documentation, also contributing to the progress towards the development of ATM automation supporting air traffic services.</p>	<p>CAR/SAM States/Territories/ International Organizations should note that in the development of their performance based national plans, AMHS and AIDC implementation should be prioritized, on the basis of ATN router tables, ATN ground-ground applications plan, the AMHS addressing plan and regional documentation relevant to ATN AMHS.</p> <p>Within the NAM/CAM Regional Air Navigation Performance Based Implementation Plan, regional actions have been developed for AMHS and AIDC implementation.</p> <p>AMHS trials are being planned between United States (FAA) and various CAR/SAM States.</p> <p>Many CAR and SAM States have implemented AMHS systems (Argentina, Brazil, Chile, Colombia, Dominican Republic, Panama, Paraguay, Peru, Trinidad and Tobago, Venezuela and COCESNA). Implementation plans are scheduled for 2010 in Guyana and Suriname. In addition, MoU were drafted for the interconnection between some installed AMHS systems.</p>	<p>States/Territories/ International Organizations</p>	<p>National plans for AMHS and AIDC implementation</p>	<p>Not analyzed by ANC</p>	<p>December 2011</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 13/85 D	FOSTER THE USE OF GNSS IN DIVERSE SECTORS OF THE STATES	That States/Territories/International Organizations foster the use of GNSS in diverse sectors of their respective States and disseminate the results of the studies on the solution of SBAS.	Some States/Territories/ International Organizations have promoted the use of GNSS at various sectors in their respective countries. Studies for a SBAS system are under way. Consideration has been given to encouraging the cooperation between national investigation and development entities, with the support of training centres (universities, other centres).	States/Territories/ International Organizations	That States promote, in their different sectors, the use of GNSS, and that they become aware of the results on SBAS augmentation studies.	Not analyzed by ANC	Superseded June 2011 Superseded by Conclusion CNS/ATM/1-3
C 13/87 D	ADS-B TRIALS PROGRAMME IN THE CAR/SAM REGIONS	That, States/Territories/International Organizations in collaboration with the airspace users, establish and execute an ADS-B trials programme using the available technology and services, aimed at improving the ADS-B knowledge and evaluating the benefits for the Air Traffic Management in the CAR/SAM Regions.	Some CAR/SAM States/Territories/ International Organizations have carried out ADS-B trials. In the SAM Region, Brazil, Chile and Perú have carried out ADS-B tests. In the CAR/NAM Region, ADS B tests have been carried out Cuba, Jamaica, COCESNA and United States. A document on considerations to be taken into account for ADS-B trials has been prepared, and approved by GREPECAS/15. Other trials are scheduled in the short and medium term in the CAR/SAM Regions.	States/Territories/ International Organizations	ADS B trials programme	Not analyzed by ANC	December 2011

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
<p>C 14/51 A, D</p>	<p>RE-ORGANIZATION OF WORK PROGRAMMES TO SUPPORT ATM PERFORMANCE OBJECTIVES FOR THE CAR/ SAM REGIONS</p>	<p>That to support the transition from a system-based to a performance-based approach for the planning and implementation of air navigation infrastructure: a) CAR/SAM States/Territories/ International Organizations take the necessary action to develop and implement national ATM work programmes in accordance with the performance objectives of the ATM Committee; and b) ICAO continue coordination of the re-organization of CAR/SAM ATM Work Programmes in accordance with the new Global Plan Initiatives (GPIs), and in support of ICAO Strategic Objectives.</p>	<p>ICAO has proposed the performance based approach (PBA) which urges all States to formulate their air navigation national plans under this approach – GREPECAS Conclusion 15/1. Therefore, GREPECAS AGA, ATM, AIS, CNS and MET contributory bodies must reorganize their work programmes to achieve the agreed performance objectives, inasmuch in the ATM area as in other air navigation fields.</p> <p>The CNS/ATM/SG reorganized the ATM work programme in the CAR and SAM Regions, in accordance with the new Global Plan Initiatives (GPI) and in support of the ICAO Strategic Objectives, and satisfying the agreed upon performance objectives.</p>	<p>States/Territories/ International Organizations</p> <p>ICAO NACC and SAM Regional Offices</p>	<p>Implementation of harmonized CAR/SAM ATM performance based objectives.</p> <p>Alignment of ATM work programme with performance objectives and ICAO strategic objectives.</p>	<p>Took note and requested the Secretariat to continue providing guidelines to the Regions for the formulation of regional performance objectives</p>	<p>a) This item is proposed to be superseded by GREPECAS Conclusion 15/1 b) Completed.</p>
<p>C 14/54 D</p>	<p>COMMUNICATION ASPECTS FOR THE MIGRATION TOWARDS THE METEOROLOGICAL MESSAGE EXCHANGE IN BUFR CODE</p>	<p>That the ATN Task Force of the CNS Committee, as well as the COM/MET Task Force of AERMET Subgroup, analyse in detail the following communication aspects considered necessary for the migration towards the meteorological message exchange in BUFR format in the CAR/SAM Regions for possible implementation for first and second transition stages: a) use of terminals with coding/decoding capacity; b) use of AMHS systems with extended service; and c) development of an Interface Control Document (ICD) to integrate AMHS and MET systems, establish standards for presentation systems and specifications for the conversion of templates and security aspects.</p>	<p>During GREPECAS/15, it was indicated that ANC, had approved to suspend the migration to BUFR code until studies on XML use of OPMET Exchange are completed by the WMO Group of Experts.</p> <p>In view of this situation, this conclusion is proposed as completed.</p>	<p>ATN/TF and COM/MET/TF</p>	<p>Analysis of communications aspects considered necessary for migration towards the Exchange of meteorological messages in BUFR format in the CAR/SAM Regions.</p>	<p>Not analyzed by the ANC</p>	<p>Completed</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/56 D	PROGRESSIVE DEACTIVATION OF NDB STATIONS	That in order to develop progressive deactivation of NDB Stations without affecting safety, States, Territories, International Organizations and airspace users: a) analyse the service provided by each NDB station, its function, procedural existence with other aids such as VOR/DME, GNSS-RNAV, as well as the aircraft capacity/development that operate in serviced airspace; b) based on the analysis described in item a) above and in the Table format included in the Appendix AF to this part of the Report, develop a plan for the progressive deactivation of NDB stations; and c) inform the corresponding ICAO NACC or SAM Regional Office regarding their respective plan for the progressive deactivation of NDB stations before 30 November 2007.	CAR/SAM States/Territories/ International Organizations have informed of their plans for the progressive deactivation of NDB stations	States/Territories/ International Organizations and airspace users	Plans for progressive deactivation of NDB stations	Noted	December 2008 Completed