



Agenda Item 1: Follow-up of the results of GREPECAS/16 Meeting

1.2 Review the Implementation Status of Outstanding Conclusions and Decisions from Meetings Previous to GREPECAS/16

STATUS OF OUTSTANDING CONCLUSIONS AND DECISIONS OF GREPECAS MEETINGS PREVIOUS TO AND VALID AT THE END OF THE GREPECAS/16

(Presented by the Secretariat)

<p style="text-align: center;">SUMMARY</p> <p>The list of Conclusions and Decisions of the meetings previous to GREPECAS/16 which were valid at the end of that meeting are presented for information in the Appendix to this working paper.</p> <p>The status and follow-up remarks for each conclusion and decision is the result of a review completed by the Secretariat based on information available at the time of preparing this paper. The status for each conclusion and decision is designated as valid, completed or superseded.</p>	
<p style="text-align: center;">References:</p> <ul style="list-style-type: none">• www.lima.icao.int• Report of the GREPECAS/12 Meeting (Havana, Cuba, 7 to 11 June 2004)• Report of the GREPECAS/13 Meeting (Santiago, Chile, 14 to 18 November 2005)• Report of the GREPECAS/15 Meeting (Río de Janeiro, Brasil, 13 – 17 October 2008)• Report of the GREPECAS/16 Meeting (Punta Cana, Dominican Republic, 28 March – 1 April 2011) – Decision 16/2	
Strategic Objectives	<i>This working paper is related to Strategic Objectives A and C.</i>

APPENDIX

PPRC/1- IP/03

Revised

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS AND DECISIONS OF GREPECAS MEETINGS PREVIOUS TO AND VALID AT THE END OF THE GREPECAS/16 MEETING – ACTION PLAN

Conc/Dec	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by ANC	Status and Reporting/ Completion Date
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 QMS/MET Guide for the CAR/SAM Regions was prepared; - A QMS/MET Seminar was held in the SAM Region in December 2010 - A QMS/MET Seminar was held for the NAM/CAR Regions in October 2011.	States and Territories	Implementation of MET QMS	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. Depends on budget availability for translation.	ICAO	Guide for the drafting of emergency plans for aerodromes that might be affected by volcanic ash in the CAR/SAM Regions.	N/A	Valid
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.	Coordinated by ICAO Headquarters	ICAO	Correct interpretation of standards and recommended practices in Annex 14, Vol. I	N/A	Completed

Conc/Dec	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by ANC	Status and Reporting/ Completion Date
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.	Regarding item b), it is expected that ICAO define the exchange model. ICAO Headquarters has not yet provided a specific date	ICAO	Guidelines and/or SARPs for the exchange model.	N/A	Valid
C 13/51	APPLICATION OF THE HUMAN FACTORS PRINCIPLESTO 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	AIM Manual on human factors	N/A	Completed

Conc/Dec	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by ANC	Status and Reporting/ Completion Date
C 13/74	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>		ICAO	Amendment to FASID: Tables CNS 1Ba, CNS 1Bb and CNS 1Bc	Not analyzed by ANC	Completed
C 13/79	DEVELOPMENT OF NATIONAL PLANS TO PRIORITIZE THE AMHS AND AIDC IMPLEMENTATION AND CONTRIBUTE TO ATM AUTOMATION	<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>	States/Territories/ International Organizations	National plans for AMHS and AIDC implementation	Not analyzed by ANC	Completed

Conc/Dec	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by ANC	Status and Reporting/ Completion Date
C 13/87	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 Peru 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	Superseded by Conclusion 16/38

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C 15/1	DEVELOPMENT OF PERFORMANCE BASED REGIONAL AND NATIONAL PLANS	That, a) GREPECAS develop a performance-based regional plan in accordance with the Global Air Navigation Plan and the Global ATM Operational Concept. This plan should include identification of regional performance objectives and completion of performance framework forms for all air navigation areas such as ATM, CNS, AIM, MET and AGA/AOP; and b) States, Territories and International Organizations, taking into account user needs, develop performance-based national plans in accordance with the regional performance objectives included in the Regional Air Navigation Plan. These national plans should encompass identification of national performance objectives and completion of performance framework forms for all air navigation areas such as ATM, CNS, AIM, MET and AGA/AOP.	Within the NAM/CAR working groups, various performance objectives have been identified and extended through the C/CAR and E/CAR working groups, including same in the NAM/CAR Performance Based Air Navigation Implementation Plan. Coordination with States/Territories and International Organization to develop national plans on the basis of regional performance objectives. Many CAR/SAM States have drafted their national plan on the basis of performance objectives. The SAM Region has approved a performance based air navigation implementation plan.	GREPECAS States/Territories and international organizations	Performance based Regional AN Plans Performance based National AN plans	Noted and that GREPECAS and States are requested to take into account the user expectations in the development of performance framework forms.	Completed
C 15/4	D-VOLMET AERONAUTICAL DATA LINK REQUIREMENTS IN THE CAR/SAM REGIONS	That the ICAO NACC and SAM Offices, in coordination with the ICAO SAM Office, 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.	The AERMET/SG, upon analyzing D-VOLMET implementation in the CAR/SAM Regions, proposes an amendment in ANP Volume I Basic, Part VII ATS.	ICAO	Amendment to ANP Vol I – Basic, Part VII-ATS	N/A	Valid

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C 15/5	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 Secretary General sent the letters on 13 July 2009: • Ref.: AN 10/16.1 SWG 16/1 SWG 20/1 to the US FAA; and • Ref.: AN 10/16.1 SWG 16/1 to WMO Secretary General.	ICAO, United States and WMO	Seminar	Supported the conclusion 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
D 15/16	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.	The NACC and SAM Regional Offices carried out a detailed review of the information contained in Doc 7910 – Location Indicators and Doc. 8733 (CAR/SAM ANP, Vol. II - FASID Table AOP 1) in order to harmonize the information contained in both documents. Furthermore, a proposal for amendment Doc. 8733 (CAR/SAM ANP, Vol. I and II) was prepared and circulated to States for comments, in order to update the document in accordance with amendment procedures.	NACC and SAM Regional Offices.	Harmonization of information contained in Doc. 7910 and Doc. 8733. Update the CAR/SAM Air Navigation Plan Vols. I and II.	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 harmonized the information contained in both documents.	Completed

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C 15/26	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.	NACC: Completed: 21-22 July 2011 Planned: 23-27 July 2012 SAM: Completed: 26-30 Sept. 2011 Planned: 15-19 Oct. 2012	ICAO	At least 2 seminars and/or workshops on matters related to AIM transition	Noted and requested the Secretariat to consider the conduct of seminars on AIM transition at an appropriate time using TC mechanism.	Completed
C 15/35	IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN MODEL	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: 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 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.	Coordination between ICAO and States/Territories/International Organizations through meetings, missions and letters for the adoption of measures on the transition to the new flight plan. GREPECAS approved the strategy and performance objective towards the transition to the new flight plan model.	a) States/ Territories and International Organizations b) CNS/ATM/SG	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 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.	a) Valid. November 2012 b) Completed

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C 15/44	USE OF GNSS IN THE SHORT-TERM	In order to comply with the implementation of the CAR/SAM PBN Roadmap, States/Territories/International Organizations are urged to complete the development and approval of GPS-based NPA operations, establishing regulations and procedures (NOTAM, AIC, etc.) for the use of RAIM GPS and Baro-VNAV GPS in the short-term.	Letter to States/Territories, meetings and missions. These considerations have been included in the objectives of the NAM/CAR performance based Air Navigation Plan and in the SAM PBN implementation action plans. The CAR/SAM Regions have drafted Advisory Circulars (AC) relative to aircraft and user approval for RNAV 10 operations (named and authorized as RNP 10), RNAV 5, RNAV 1, RNAV 2, basic RNP 1, RNP APCH, RNP AR APCH and APV/baro-VNAV.	States/Territories and International Organizations	Approval of GPS based NPA operations	N/A	Completed

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C 15/46	CAR/SAM REGIONAL ACTION FOR THE PREPARATION AND SUPPORT OF THE ICAO POSITION FOR WRC-11	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): a) support and follow-up on the work of ICAO to prepare and update its position for WRC-11; 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; c) participate actively in the Organization of American States (OAS) CITEL meetings in preparation for WRC-11; d) participate actively in any meetings and seminars convened by ICAO to explain and analyze the position of this organization for WRC-11; e) participate actively in WRC-11 in support of the ICAO position; and f) recommend and implement other appropriate measures.	Within the NAM/CAR performance based Air Navigation Plan, a new performance objective has been included for the follow-up of this task, with the respective Points of Contact list. In the SAM Region, an action plan to prepare for the ICAO position at WRC-12 has been prepared. Also, CAR/SAM contact points have been assigned. The Regional NAM/CAR/SAM Preparatory Meeting (RNCSPM) for ITU WRC-2012 was held in Mexico, from 21 to 22 April 2010.	States/Territories/ International Organizations	a) Support from States and international organizations on the ICAO position at WRC-11 through submission of progress reports. b) Nominate focal points for WRC-2012 c) Active participation in CITEL meetings. d) Active participation in ICAO meetings on WRC-2012. e) Participate in WRC-2012. f) Recommend other measures.	Noted and requested the Secretary General to urge States to continue to participate at various levels in different form to provide support for the ICAO position.	Completed
C 15/47	FURTHER ACTIONS TO IMPLEMENT CONCLUSION ASB/8/2	In order to complete Conclusion ASB/8/2 that: 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; 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; 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 d) ICAO conduct a special ASB Meeting at the NACC Regional Office in Mexico City in April 2009, to analyze the results of the completed exercise.	a), b) and c) as requested by the Group.	Secretary and Chairman of GREPECAS	List of “U” deficiencies reviewed with risk assessment.	N/A	Completed

PPRC/1- IP/03
Revised

- A10 -

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