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

**1.1 Review of the actions adopted by the ANC regarding GREPECAS/16 Meeting and the status of implementation the GREPECAS/16 Conclusions and Decisions**

(Presented by the Secretariat)

SUMMARY	
This paper presents the actions adopted by the Air Navigation Commission with regard to the report of the sixteenth meeting of GREPECAS, as well as the status of implementation of GREPECAS/16 Conclusions and Decisions.	
REFERENCES	
GREPECAS/16 report (Punta Cana, Dominican Republic, 28 march to 1 April 2011); and AN-WP/8578 (Montreal, Canada, 27 September 2011).	
ICAO Strategic Objectives:	<i>A - Safety</i> <i>C - Environmental Protection and Sustainable Development of Air Transport</i>

**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 PPRC/1 of the results of the Commission on the report of the GREPECAS/16 Meeting, which was held in Punta Cana, Dominican Republic, from 28 March to 1 April 2011. **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/16 report**

2.1 The Commission referred the GREPECAS/16 Report to its working group for Strategic Review and Planning (WG/SRP). The review was carried out on 21 June 2011 following which the Commission itself reviewed the GREPECAS/16 Report on 27 September 2011. In the case of the GREPECAS/16 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 **Follow-up on the results of the GREPECAS/15 meeting (Agenda Item 1)**

#### *Safety assessment methodology*

2.1.1.1 Referring to paragraph 1.1.2 and associated paragraph 3.5.20 regarding the RVSM safety assessment methodology, the WG/SRP agreed with the need for ICAO to study the use of qualitative as well as quantitative methods, such as those used in safety management systems (SMS), when assessing operational errors. The WG/SRP agreed that these matters should be referred to the Separation and Airspace Safety Panel (SASP).

### 2.1.2 **Flight safety and RASG-PA activities (Agenda Item 2)**

#### *Coordination between GREPECAS and RASG-PA*

2.1.2.1 With reference to Decision 16/3, the WG/SRP noted that the Secretariat will develop a coordination mechanism to avoid duplication of efforts between GREPECAS and RASG-PA, as well as a procedure for both groups when they refer actions to each other. The WG/SRP agreed that the Secretariat should ensure this coordination between both groups and to provide the necessary support.

### 2.1.3 **Performance framework for regional air navigation planning and implementation (Agenda Item 3)**

#### *Best practices to prevent runway incursions and excursions*

2.1.3.1 The WG/SRP noted the request from GREPECAS that States submit a report on best practices to prevent runway incursions/excursions at airports and requested the Secretariat to make available these reports (Conclusion 16/23 refers).

#### *Harmonization of taxiway designation*

2.1.3.2 The WG/SRP supported the request of GREPECAS to ICAO for the development of provisions and guidelines on the harmonization of taxiway designation to reduce operator confusion and to minimize runway incursions. The WG/SRP confirmed the request calling upon the Secretariat to include this matter in the work programme of the Aerodromes Panel. (Conclusion 16/24 refers). This work item has since been referred to the Aerodromes Panel.

#### *Development of training programmes in technical English for AIS/MAP personnel*

2.1.3.3 While discussing Conclusion 16/29, the WG/SRP agreed that these training programmes should be developed, not only for AIS/MAP, but for all personnel if appropriate to their job.

*CAR/SAM ATFM Manual*

2.1.3.4 The WG/SRP complimented GREPECAS for the adoption of the CAR/SAM ATFM Manual to harmonize the implementation of ATFM in CAR/SAM regions. This guidance material has been used as the basis for development of ICAO Global ATFM guidance material. (Conclusion 16/35 refers).

**2.1.4 Air navigation deficiencies in the CAR/SAM (Agenda Item 4)**

2.1.4.1 The WG/SRP commended the work by GREPECAS in proposing a revised methodology for identification, assessment and reporting of air navigation deficiencies. The WG/SRP noted that GREPECAS will be making trials of the revised methodology and decisions on this matter should wait for the results of these trials. The Secretariat advised that a revised methodology for air navigation deficiencies will be prepared on which all PIRGs will be consulted. The revised methodology will then be presented via the corresponding mechanism of approval. The WG/SRP called upon the Secretariat to ensure that any revised methodology to identify, assess and report air navigation deficiencies should be applied uniformly by all PIRGs and regions. The Secretariat was also requested to verify other proposals presented previously by other PIRGs (e.g. APANPIRG) to identify any differences from the GREPECAS proposal (Conclusion 16/43 refers).

**2.1.5 Management of the GREPECAS mechanism (Agenda Item 5)**

2.1.5.1 The WG/SRP complimented GREPECAS for the work done to implement a new GREPECAS organization for the implementation of CAR/SAM performance-based regional plans in compliance with the Global Air Navigation Plan and Global ATM Operation Concept. The WG/SRP acknowledged the revised GREPECAS terms of reference that included coordination between GREPECAS and RASG-PA (Decisions 16/45, 16/46, 16/48 and 16/49 refers).

**2.1.6 Other business (Agenda Item 6)**

*Role of civil aviation during natural disasters:*

2.1.6.1 In reference to paragraph 6.4 of the report, the WG/SRP noted and agreed with the request of GREPECAS that, due to the large variety of natural disasters and the role of aviation to support humanitarian aid operations, it is necessary that ICAO review and amend the material related to Annex 11 to allow States to develop and coordinate immediate response plans during natural disasters in a timely manner.

**2.1.7 General matters related to the report**

2.1.7.1 The ANC noted that the absence of attachments in some conclusions and to link the content of these conclusions to other reports of contributory bodies of GREPECAS made difficult and cumbersome to review their content. An effective way of gathering all information related to conclusions/decisions of these planning and implementation regional group (PIRG) meetings, should be incorporated in the corresponding part of the report to facilitate its review by the Commission.

3. **Action suggested**

3.1 The Meeting is invited to:

- a) note the actions taken by the Air Navigation Commission on the GREPECAS/16 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.

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## APPENDIX A

### OUTCOME OF THE SIXTEENTH MEETING OF THE CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS/16)

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

#### EXECUTIVE SUMMARY

- 1- The meeting was attended by 82 participants from 22 Member States, one non-Member State and observers from nine international organizations.
- 2- As a follow-up on ANC comments on Conclusion 15/37, GREPECAS agreed that there is a need for ICAO to study the safety assessment methodology using qualitative methods and that operational errors should be assessed using safety management systems (SMS).
- 3- RASG-PA presented an update of its activities to GREPECAS. The Secretariat was requested to develop a coordination mechanism to avoid duplication of efforts between GREPECAS and RASG-PA.
- 4- GREPECAS encouraged States to develop runway safety programmes to prevent and mitigate runway-related accidents and serious incidents.
- 5- Measures will be taken in the CAR/SAM Regions to migrate from International Satellite Communication System (ISCS)-G2 to WAFS Internet File Server (WIFS).
- 6- ICAO was requested to consider development and provision of guidelines to harmonize taxiway designations to reduce operators' confusion and to minimize runway incursions.
- 7- Approved revisions to the *Manual for the Implementation of Quality Management System* and the application of guidance for the implementation of a GIS system in AIM, both toward the transition from AIS to AIM in CAR/SAM Regions.
- 8- A regional ATFM manual was approved to harmonize the implementation of ATFM in the CAR/SAM Regions.
- 9- A strategy for the implementation of Amendment 1 to the *Procedures for Air Navigation Services — Air Traffic Management* (PANS-ATM, Doc 4444) for the new flight plan format (FPL 2012) was adopted.
- 10- GREPECAS approved the documents *CAR/SAM Strategy for the Evolution of Air Navigation Systems* to support the implementation of performance-based navigation (PBN), the *Surveillance Strategy for the CAR/SAM Regions* and *CAR/SAM Regional Guidance Material on Search and Rescue Services Quality Assurance Programmes*.
- 11- States were urged to use IPv4 routing scheme for inter- and intra-regional communications links in ATN ground-to-ground applications, activities related to ADS-B trials and GNSS training.
- 12- Adoption of a performance monitoring and measurement programme for the CAR/SAM Regions.

- 13- A proposal for a revised methodology for the identification, assessment and reporting of air navigation deficiencies was approved by GREPECAS for ICAO consideration. In the interim, GREPECAS is testing the revised methodology and will notify the Commission of the results.
- 14- A new GREPECAS structure and organization was proposed to increase effectiveness, enhance efficiency, reduce cost and align the group with contemporary ICAO strategic objectives, programmes, projects, activities and tasks methodology. Although the proposal was approved in principle, written ratification by the member States is still pending.

*Post meeting note: The new structure and organization of GREPECAS was approved by Member States by correspondence on 11 June 2011.*

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**APPENDIX B*****SIXTEENTH MEETING OF THE CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS/16)*****CONCLUSIONS and DECISIONS AN ANALYSIS**

1. The GREPECAS/16 Meeting developed a total of forty-nine outputs, comprising forty three conclusions and six decisions. These forty-nine outputs reflect two levels of actions. The first level (forty-five outputs), known as –implementations plans, calls for action by ICAO Headquarters, the Regional Office, States, territories, international organizations and GREPECAS itself and features in activities that support the implementation of air navigation systems. The second level (four outputs: Conclusions 16/8, 16/24, 16/31 and 16/43), known as –implementation gaps, calls for action specifically by Headquarters and features activities involving further development of requisite provisions and/or guidance material.
  2. Out of forty-nine outputs, thirty items and two paragraphs (1.1.2 and 6.4) have been suggested for specific review by the ANC and are detailed in the Action Plan in Appendix C hereto. For ease of reference associated outputs (conclusions, decisions and paragraphs) if any, are also shown in the Action Plan. The selection criteria for the thirty outputs and two paragraphs reflect inter alia, key regional implementation issues, calls for interregional harmonization, references 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.
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## APPENDIX C

## SELECT CONCLUSIONS/DECISIONS OF GREPECAS/16

## — ACTION PLAN —

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>Paragraph 1.1.2 + associated paragraph 3.5.20  A</b>	<b>Safety assessment methodology</b>	The Meeting agreed that there is a need for ICAO to study the safety assessment methodology using qualitative methods, and that operational errors should be assessed using safety management systems (SMS).	ICAO HQ  CAR/SAM States/ territories	Study on safety assessment methodology using qualitative methods.  Assessment of operational errors using SMS.	Agreed with the need for ICAO to study the use of qualitative as well as quantitative methods such as those used in safety management systems (SMS). It was also agreed that these matters should be referred to SASP.	December 2013  December 2012
<b>D 16/3  A</b>	<b>Coordination between GREPECAS and RASG-PA</b>	That the Secretariat develop, for consideration by GREPECAS: a) a coordination mechanism to avoid duplication of efforts between GREPECAS and RASG-PA; and b) a procedure whereby one group may propose actions to the other group.	GREPECAS Secretary/ ICAO Mexico Office	Coordination mechanism  Procedure	Noted and called upon the Secretariat to ensure coordination between both groups.	January 2012  January 2012



<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/4  A, C</b>	<b>Support for the completion of project RLA/03/902 SACCSA studies and participation in the test-bed implementation</b>	In view of the first results obtained by the SACCSA Project – Phase III-A and its contribution to the implementation of PBN, and in order to support the completion of this Project, CAR/SAM States/territories/international organizations are urged to: a) facilitate/coordinate with their corresponding national authorities access and provision of data to the SACCSA Project from networks with 1-second GPS receiving stations with FTP or NTRIP access and RINEX files; and b) take into consideration the objectives indicated in Appendix B to Agenda Item 2 of the report of the CNS/ATM/SG/2 Meeting, consider participation in the SACCSA-SBAS test-bed implementation by notifying ICAO Regional Offices by <b>30 June 2011.</b>	CAR/SAM States/territories/international organizations	Access and provision of data to SACCSA project.  Participation in SACCSA-SBAS test-bed implementation	Noted.	January 2012  30 June 2011

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/5  A</b>	<b>CNS/ATM fields training programme for the competency of aeronautical professionals for the CAR/SAM Regions</b>	That to train aeronautical professionals with regard to necessary competencies, CAR/SAM States/territories/ international organizations: a) follow-up and take into consideration the recommendations of the Symposium on Next Generation Aeronautical Professionals (NGAP) and the results of the NGAP Task Force; b) in coordination with the ICAO regional offices, establish a training programme that responds to the performance objectives identified in the CAR and SAM Regions performance-based implementation plans for the 2012-2016 period; and c) inform the ICAO regional offices on the progress made in the development of this programme, by 30 September 2011.	CAR/SAM States/territories/ international organizations	Follow-up results of NGAP Symposium and Task Force	Noted.	30 September 2011
				Training programme		30 September 2011
				Inform on progress		30 September 2011
<b>C 16/6 + associated C 16/7  C</b>	<b>Migration from ISCS-G2 to WIFS</b>	That, taking into consideration the proposed migration from ISCS-G2 to WIFS, ICAO encourage States to take appropriate measures to obtain access using the WIFS to the WAFS products provided by WAFC Washington.	CAR/SAM States/territories/ international organizations	Migration to WIFS	Noted.	March 2012

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/8</b>  <b>C</b>	<b>WIFS User Guide</b>	That: a) the WAFC Washington Provider State be invited to consider the possibility of providing the WIFS User Guide also in Spanish; and b) if the request in paragraph a) is not possible, ICAO take the necessary action for the translation of the referred guide.	ICAO HQ  ICAO Regional Offices Lima and Mexico	WIFS User Guide in Spanish	Noted.	December 2012
<b>C 16/9</b>  <b>A</b>	<b>Guide on the international airways volcano watch (IAVW)</b>	That the Secretariat develop regional guidance in Spanish to explain the contents of Doc 9766, <i>Handbook on the International Airways Volcano Watch (IAVW) – Operational Procedures and Contact List</i> .	ICAO Regional Offices Lima and Mexico	Regional guidance in Spanish	Noted.	December 2011
<b>C 16/12</b>  <b>C</b>	<b>Back-up MWOs in the CAR/SAM States</b>	That: a) in order to comply with paragraph 14 of ANP Basic, Part VI – MET, if a MWO is temporarily not functioning another could assume its obligations; the back-up list included as Appendix B to WP/08 to this part of the report should be taken into account; b) the Secretariat make the necessary updates to CAR/SAM Regional SIGMET Guide	CAR/SAM States/territories / international organizations  ICAO Regional offices Lima and Mexico	Assume temporarily MWO obligations  Update CAR/SAM Regional SIGMET Guide.	Noted.	December 2011

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/15  C</b>	<b>CAR/SAM guide for OPMET exchange</b>	That in order to enable the application of ICAO procedures for OPMET information exchange, the States use the CAR/SAM Guide for OPMET Exchange included in Appendix C to WP/08 to this part of the report.	CAR/SAM States/territories/ international organizations	Application of procedures for OPMET information exchange.	Noted.	July 2011
<b>C 16/18  C</b>	<b>CAR/SAM MET regional performance objectives</b>	That the CAR/SAM MET Regional Performance Objectives and associated performance framework forms as contained in Appendix E to WP/8 of this meeting are adopted.	CAR/SAM States/territories/ international organizations	CAR/SAM MET Regional Performance Objectives	Noted.	December 2011
<b>C 16/19  C</b>	<b>ATM/MET seminar/workshop</b>	That in order to develop a list of possible MET requirements in support of ATM for the CAR/SAM Regions, ICAO, in coordination with WMO, conduct a seminar/workshop for the CAR/SAM Regions.	ICAO Regional Offices Lima and Mexico	ICAO/WMO seminar/workshop	Noted and invited the Secretary General to request support for the organization of the seminar/workshop from WMO.	December 2012
<b>C 16/22  A</b>	<b>Workshops on State safety programme and safety management system (SSP and SMS) courses</b>	That the ICAO NACC and SAM Regional Offices organize workshops on the implementation of the SSP by States and SMS for aerodrome operators during 2010.	ICAO Regional Offices Lima and Mexico	SSP and SMS workshops	Noted.	December 2012

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/23  A</b>	<b>Best practices to prevent runway incursions and runway excursions</b>	That States submit to NACC and SAM Regional Offices: a) a report on best practices used to prevent runway incursions/ excursions at airports; b) that this report be submitted no later than 30 March 2010.	CAR/SAM States/territories/ international organizations	Report on best practices to prevent runway incursions/excursions at airports.	Noted the request made by GREPECAS to States and called upon the Secretariat to obtain a copy of these reports.	Completed
<b>C 16/24  A</b>	<b>Harmonization of taxiway designation</b>	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.	ICAO HQ	Guidelines on the harmonization of taxiway designation	Supported the development and provision of guidelines by ICAO and requested the Secretariat to include this matter in the work programme of the Aerodromes Panel.	December 2013
<b>C 16/25  C</b>	<b>Plan for the implementation of principles on human factors for AIM</b>	That States/territories/international organizations, in support of GREPECAS Conclusion 15/30 — <i>Guide for the application of principles on human factors in AIS/MAP</i> II, adopt the — <i>Plan for the implementation of principles on human factors for AIM</i> II.	CAR/SAM States/territories/ international organizations	Adoption of plan of principles on human factors for AIM	Noted.	December 2012

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/26</b>  <b>C</b>	<b>Approval of updates to the guidance manual for the implementation of a quality management system oriented to the aeronautical information management (AIM)</b>	That States/territories/international organizations, approve the revisions to the Guidance Manual for the Implementation of a Quality Management System considering the transition from AIS to the Aeronautical Information Management (AIM).	CAR/SAM States/territories/ international organizations	Revisions to guidance manual for implementation of a quality management system	Noted.	January 2012
<b>C 16/29</b>  <b>C</b>	<b>Reference for the development of training programmes in technical English language for AIS/MAP personnel in CAR/SAM States</b>	That CAR/SAM States, territories and international organizations consider Doc 9835 AN/453 – <i>Manual on the Implementation of ICAO Language Proficiency Requirements</i> , as a reference when formulating their training programmes in the English language, adapting it as necessary based on the performance requirements for AIS personnel, in support to the ATM Operational Global Plan.	CAR/SAM States/territories/ international organizations	Training programmes in the English language for AIS personnel	While discussing Conclusion 16/29, the WG/SRP agreed that these training programmes should be developed, not only for AIS/MAP, but for all personnel if appropriate to their job.	December 2011

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/30  C</b>	<b>Roadmap for the transition from AIS to AIM</b>	That CAR/SAM States and territories: a) consider the guidelines, steps and timeline for the Transition from AIS to AIM presented in the –Roadmap for the transition from AIS to AIM; b) inform the corresponding ICAO Regional Office progress and/or difficulties on the implementation of SARPs associated to the implementation guide, not later than 5 May 2010; c) develop the corresponding AIM air navigation regional plans with the related PFFs and with the Regional Plans as a reference, according to GREPECAS conclusion 15/1 in its paragraphs a) and b), and in the AIM Roadmap; and d) inform to the ICAO CAR/SAM Regional Offices on the progress of the implementation requested in the above paragraph, no later than 29 October 2010.	CAR/SAM States/territories/ international organizations	Transition from AIS to AIM  Implementation of SARPs for transition from AIS to AIM  AIM air navigation regional plans with related PFFs  Report progress of implementation	Noted.	January 2012  December 2011  January 2012  December 2011

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/31  C</b>	<b>Availability of documentation in Spanish</b>	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.	ICAO HQ	Text in Spanish of guidance material for AIS-AIM transition	Noted.	December 2012
<b>C 16/32  C</b>	<b>General guidance for the implementation of a GIS system in AIM</b>	GREPECAS approves as vital importance to support ICAO SARPs, the application of the General Guidance for the Implementation of a GIS System in AIM, towards achieving the transition from AIS to AIM in the States, Territories and International Organizations of the CAR/SAM Regions.	CAR/SAM States/territories/ international organizations	Apply general guidance for implementation of a GIS system in AIM	Noted.	December 2012



<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/33</b>  <b>A, C</b>	<b>Adoption of performance monitoring and measurement programme for the CAR/SAM regions</b>	Considering the importance to monitor and measure the achievement of the performance objectives defined for the CAR/SAM Regions, that States, Territories and International Organizations of CAR/SAM Regions: a) adopt the set of metrics related to key performance areas of access, capacity, cost effectiveness, efficiency, environment, flexibility, predictability and safety; described in Appendix A of this part of the report, to monitor and measure the implementation advances of the regional performance objectives; b) incorporate these metrics into their performance monitoring programmes, collect relevant data and submit to the ICAO Lima and Mexico regional offices on a regular basis; c) coordinate with ATM community members to promote information and data collection; and d) inform ICAO Regional Offices of their advances by 30 November 2010.	CAR/SAM States/territories/ international organizations	Adoption of a performance monitoring and measurement programme	Noted.	Completed

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/35  A&amp;C</b>	<b>Adoption of the CAR/SAM ATFM Manual</b>	That considering the importance to harmonize the implementation of ATFM in the CAR/SAM Regions, the States, territories and international organizations of the CAR/SAM Regions adopt the ATFM Manual shown in Appendix A to the report of the CNS/ATM/SG/1 Meeting.	CAR/SAM States/territories/ international organizations	Adopt CAR/SAM ATFM Manual	Noted and complimented GREPECAS for the adoption of the CAR/SAM ATFM Manual to harmonize the implementation of ATFM in CAR/SAM regions.	Completed
<b>C 16/37  C</b>	<b>Proposed routing scheme for IPv4 for inter and intra regional communications links for ATN ground to ground</b>	That the CAR/SAM Regions use the IPv4 routing scheme for inter and intra regional communications links in ATN ground to ground applications for described in Appendix E to the report of the CNS/ATM/SG/1 Meeting.	CAR/SAM States/territories/ international organizations	Use of the IPv4 routing scheme for CAR/SAM inter- and intra-regional communications links	Noted.	Completed

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/38  C</b>	<b>Improvements to the activities referred in ADS-B trials</b>	That States/territories/international organizations who 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) search for 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 of future ADS-B implementation; and e) duly inform the ICAO Regional Offices on the trial results, for their publication.	CAR/SAM States/territories/ international organizations	Improvement in activities related to ADS-B trials	Noted.	December 2012

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/39  A, C</b>	<b>Implementation of the new flight plan format in the CAR/SAM Regions</b>	That considering the importance of the implementation of Amendment 1 to the fifteenth edition of Doc 4444, whose application is foreseen for 2012, CAR/SAM States/territories/international organizations: a) adopt the strategy for the implementation of Amendment 1 to Doc 4444 (PANS-ATM) (15 <sup>th</sup> edition) shown in Appendix J to the report of the CNS/ATM/SG/1 Meeting; b) develop action plans, taking into account the regional strategy and the action plan based in a performance scope, which includes as Appendix J to this working paper, for the harmonious implementation of the new ICAO flight plan format and the ATS messages related; c) designate experts who participate as points of contact to coordinate with other air navigation services providers of States/territories/international organizations from adjacent flight information regions (FIRs), implementation matters of ATS messages related with the implementation of the new ICAO flight plan format (FPL); and	CAR/SAM States/territories/ international organizations	Implementation of the new flight plan format	Noted.	November 2012

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/39 cont'd  A, C</b>	<b>Implementation of the new flight plan format in the CAR/SAM Regions</b>	d) send the result of this implementation to the ICAO NACC and SAM Regional Offices, not later than 30 November 2011.				
<b>C 16/40 + associated C 16/41  C</b>	<b>Training for aeronautical professional competence</b>	That CAR/SAM States/territories and international organizations, take into consideration the list of short and mid-term and training requirements shown in Appendix D to the report of the CNS/ATM/SG/1 Meeting, so that CATCs, in coordination with civil that CAR/SAM States/territories and international organizations, aviation authorities, prepare aeronautical training programmes which contemplate regional air navigation and safety requirements.	CAR/SAM States/territories/ international organizations	Aeronautical training programmes taking into consideration regional requirements.	Noted.	December 2011
<b>C 16/42  A</b>	<b>Resolution of air navigation deficiencies</b>	That States/territories having difficulty in resolving priority –U air navigation deficiencies request ICAO assistance to prepare action plans and coordinate support for resolving deficiencies if required.	CAR/SAM States/territories/ international organizations	Assistance for preparation of action plans to resolve deficiencies	Noted.	December 2012

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/43  A</b>	<b>Revised methodology for the identification, assessment and reporting of air navigation deficiencies</b>	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 interim, GREPECAS adopt the revised methodology as a test-bed and notify the ANC of the results.	ICAO HQ  GREPECAS Secretary	Proposed revised methodology for identification, assessment and reporting of air navigation deficiencies	Commended the work by GREPECAS proposing a revised methodology for identification, assessment and reporting of air navigation deficiencies. Any decision in this matter should wait for the results of the trials. The Secretariat is called upon to ensure that any revised methodology to identify, assess and report of air navigation deficiencies should be applied uniformly by all PIRGs and regions and to verify other proposals presented by other PIRGs.	

<b>Concl/Dec No. --- Strategic Objective*</b>	<b>Title of Conclusion</b>	<b>Text of Conclusion</b>	<b>Responsibility</b>	<b>Deliverable</b>	<b>Action Recommended to ANC</b>	<b>Reporting/ Completion date</b>
<b>C 16/44  A</b>	<b>Review of existing air navigation deficiencies</b>	That: a) the revised methodology be applied to existing deficiencies contained in the GANDD within a reasonable time period but no later than 31 March 2012; b) ICAO review and improve the GANDD in order to update information on deficiencies in a timely manner; and c) ICAO review the procedures established by GREPECAS for the validation and elimination of the deficiencies contained in the GANDD.	Lima and Mexico Regional Offices  Lima and Mexico Regional Offices  Lima and Mexico Regional Offices	Application of revised methodology in the GANDD  Improved GANDD  Procedures for validation and elimination of deficiencies	Noted.	31 March 2012  30 June 2011  30 June 2011

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<b>D 16/45 + associated D 16/48 and C 16/49  A</b>	<b>New GREPECAS organization</b>	That in order to implement CAR/SAM performance-based regional plans in compliance with the Global Air Navigation Plan and Global ATM Operational Concept:	GREPECAS Secretary	New GREPECAS organization	Noted and complimented GREPECAS for the work done to implement a new GREPECAS organization.	30 September 2011
		a) the GREPECAS organization be modified as described in Appendix A to this part of the report; and b) the Secretariat circulate a letter to States/Territories, accompanied by an explanatory note and the revised GREPECAS Procedural Handbook, requesting ratification of the new GREPECAS organization and inviting suggestions for further refinement within 30 days, including reference to non-response being taken as acceptance without comment.	Lima and Mexico Regional Offices	Letter with explanatory note and revised GREPECAS Procedural Handbook		30 June 2011



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<b>D 16/46  A</b>	<b>Revised GREPECAS terms of reference</b>	The revised GREPECAS terms of reference, which incorporate the ICAO Council requirement to coordinate with RASG-PA are presented in Appendix B to this part of the report.	GREPECAS Secretary	Revised terms of reference	Noted and complimented GREPECAS for the agreement to revise the terms of reference that included coordination between GREPECAS and RASG-PA.	30 June 2011
<b>Paragraph 6.4  A</b>	<b>Role of civil aviation during natural disasters</b>	The Meeting recognized that due to the large variety of natural events and their consequences, as well as the role of aviation to support humanitarian aid operations, it is also necessary that ICAO review and amend the material related to Annex 11 so that States may develop and coordinate the immediate response plans during natural disasters in a timely manner.	ICAO HQ	Amendment to Annex 11	Noted and agreed with the request of GREPECAS related to the role of aviation to support humanitarian aid operations and called upon the Secretariat to review and amend the material related to Annex 11.	November 2012

\*The Council agreed to three Strategic Objectives for the triennium 2011- 2013 as follows (C-DEC 188/13 refers):

Strategic Objective A: *Safety*

Strategic Objective B: *Security*

Strategic Objective C: *Environmental Protection and Sustainable Development of Air Transport*

— END —