



**Fifth GREPECAS–RASG-PA Joint Meeting (GREPECAS-RASG-PA/5) and  
 Twenty-Third Meeting of the CAR/SAM Regional Planning and Implementation Group  
 (GREPECAS/23)**

Virtual Phase (Asynchronous, 19 January to 17 February 2026)  
 In-Person Phase (Mexico City, Mexico, 4 to 6 March 2026)

**Agenda Item 2: Follow-up on valid GREPECAS Conclusions and Decisions**

**FOLLOW-UP ON VALID GREPECAS CONCLUSIONS AND DECISIONS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
<p>This Working Paper presents an executive summary (Appendix) that includes the valid Conclusions and Decisions from previous GREPECAS Meetings, identifying those that were part of the joint RASG-PA–GREPECAS meeting. This follow-up reflects the progress achieved over the past year in relation to the activities requested in these Conclusions and Decisions, resulting, for several of them, in the need to extend the reporting deadline to the next GREPECAS meeting.</p>	
<b>Action:</b>	The proposed actions are presented in Section 2.
<i>Strategic Objectives 2026-2050:</i>	<ul style="list-style-type: none"> <li>• Every flight is safe and secure</li> <li>• Aviation is environmentally sustainable</li> <li>• Aviation delivers seamless, accessible, and reliable mobility for all</li> <li>• No country left behind</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• GREPECAS/22 Meeting Final Report</li> </ul>

**1. Introduction**

1.1 The Twenty-Second Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/22), held in Lima, Peru, from 20 to 22 November 2024, generated Conclusions and/or Decisions that require follow-up and review by this Meeting.

1.2 The Conclusions and Decisions of GREPECAS/22 include those jointly agreed upon by RASG-PA and GREPECAS, which are identified separately in the Appendix.

## **2 Suggested Actions**

2.1 The Meeting is invited to review and approve the follow-up and status of the valid Conclusions and Decisions from previous GREPECAS meetings contained in the Appendix, as well as the proposed extension of the reporting deadline to the next GREPECAS meeting, in order to identify and inform the Secretariat of the validity status of the Conclusions and Decisions presented.

— END —

**APPENDIX**  
**VALID GREPECAS CONCLUSIONS AND DECISIONS**

Title	What (Description)	When	Who (Responsible)	Status and Monitoring GREPECAS/23
<b>DECISION</b> <b>GREPECAS/21/03</b> TCAS-RA AND LHD REDUCTION	To address the challenges identified in terms of data exchange between the GTE and PA-RAST, in order to make the most of their collaboration, GTE and PA-RAST to coordinate, with States and/or service providers of the CAR/ SAM Regions, actions to reduce the occurrence of Traffic and Anti- Collision Avoidance System – Resolution Advisory (TCAS-RA) and Large Hight Deviations (LHDs).	Immediately	a) States, b) ICAO, c) GTE/PA-RAST	<b>COMPLETED.</b>  PA-RAST and GTE are working jointly on various mechanisms to address the reduction and mitigation of TCAS/RA events. See Conclusions GREPECAS/22/1 and 22/18.
<b>CONCLUSION</b> <b>GREPECAS/21/04</b> <b>ACTIONS FOR THE PROGRESS OF VOLUME III OF CAR/SAM REGIONAL AIR NAVIGATION PLAN</b>	That,  a. States/Territories to prioritize resources for the permanent activity of work teams in each State, responsible for the management of Volume III of the CAR/SAM RANP and the respective KPIs;  b. States and the industry to ensure the participation and CDM processes that integrate all stakeholders in the planning of Vol. III and implementation of air navigation improvements;  c. the State Air Navigation Planning Authority and data providers/sources coordinate data collection and management of KPIs to be inserted in the Planning Tables of Vol. III	Immediately	a) States/Territories b) States and the Industry c) States Air Navigation Planning Authority and data providers. d) ICAO NACC and SAM Regional Offices e) ICAO	<b>VALID.</b>  SAM Region: Assistance to States ongoing; in May 2025 a Workshop and Follow-up Meeting on RAN and NANP implementation were held.  CAR Region: Under MCAAP, a project addressing performance measurement aspects in this Conclusion is underway. Phase 1, with EASA collaboration, delivered regional guidance for developing GANP-aligned KPIs to be included in RANP CAR/SAM Volume III. Continuation and direct assistance are expected in 2026.  New target date: GREPECAS/24

	<p>d. ICAO NACC and SAM Regional Offices strengthen the assistance concerning Vol. III, including dissemination of the relevance of the CAR/SAM ANP to ensure cost-efficient and interoperable implementations, as well as the contribution of such</p> <p>Expected impact: planning to the socio-economic development objectives in each State; and</p> <p>e. ICAO facilitate that the CAR/SAM States evaluate the impact of the CAR/SAM Regional Air Navigation Planning on the airspace structure, as well as the new airspace concepts being implemented in the NAM Region.</p>			
<p><b>CONCLUSION</b> <b>GREPECAS/21/06</b> UPDATE OF THE INFORMATION OF PART III (CNS) OF VOLUME II OF THE AIR NAVIGATION PLAN CAR/SAM</p>	<p><b>What:</b> That States/Territories, through their designated ANP Focal Points, and in coordination with the ICAO NACC/SAM Regional Offices update Part III (CNS) of Volume II of the ANP CAR/SAM, considering adopting a new file format for CNS tables.</p>	April 2024	<p>a. States/Territories b. ANP Focal Point and NACC/SAM c. Regional Offices</p>	<p><b>VALID</b></p> <p>Update activities are ongoing. Contact is being maintained with focal points from States and Organizations.</p> <p>New target date: GREPECAS/24.</p>
<p><b>DECISION</b> <b>GREPECAS/21/07</b> APPROVAL OF THE CAR/SAM AIRSPACE OPTIMIZATION PROGRAMME AND THE NEOSPACE-1 PROJECT</p>	<p>That,</p> <p>a. the adoption of the Airspace Optimization Programme and the NEOSPACE-1 project (Appendix B to this report) is approved, replacing the A-1 Programme and Projects;</p> <p>b. the NEOSPACE-1 project develop an Action Plan for the implementation of the Project, integrating the participation of States, Regional</p>	<p>a) Immediately b) GREPECAS/22 c) GREPECAS/22</p>	<p>a) CAR/SAM States, Territories and users b) ICAO NACC and SAM RO: c) CAR/SAM States, Territories and users</p>	<p><b>COMPLETED.</b></p> <p>NEOSPACE-1 is being executed in CAR/SAM via implementation and study groups. For GREPECAS/23, an updated version aligned with the new GREPECAS Programme/Project framework is being presented.</p>

	<p>Implementation Groups, Industry, and all concerned parties by GREPECAS/22; and</p> <p>c. the industry and Data providers provide data for the metrics and performance indicators required for the NEOSPACE-1 Project in GREPECAS/22.</p>			
<p><b>CONCLUSION</b> <b>GREPECAS/21/08</b> OPERATIONAL DEVELOPMENT OF THE ATFM SERVICE IN CAR/SAM REGIONS</p>	<p>That,</p> <p>a. States/Territories and users prioritize resources for ATFM implementation, including the allocation and training of human resources;</p> <p>b. ICAO NACC and SAM Regional Offices develop a diagnosis on the operational implementation of the ATFM service effectively in the CAR and SAM Regions, and encourage collaborative work between ATFM units at the Regional and Interregional levels by GREPECAS/22; and</p> <p>c. States/Territories and users initiate the implementation of the optimization of the ATFM and CDM coordination tools</p>	GREPECAS/22	<p>a) CAR/SAM States, Territories and users</p> <p>b) ICAO NACC and SAM RO:</p>	<p><b>VALID.</b></p> <p>The Secretariat will report progress to GREPECAS/23 via a Working Paper.</p> <p>New target date: GREPECAS/24</p>
<p><b>CONCLUSION</b> <b>GREPECAS/21/09</b> ACTIONS TO STRENGTHEN CONTINGENCY PLANNING IN THE CAR/SAM REGIONS</p>	<p>That,</p> <p>a. The ATM Contingency Plan Template* (Appendix C to this report) be approved; and</p> <p>b. State/Territories and IATA, led by the Secretariat develop and promote a comprehensive strategy to improve contingency planning in the air navigation services of the CAR/SAM Regions, including guidelines for the establishment of level 1 and level 2 contingency plans by GREPECAS/22.</p>	GREPECAS/22	<p>a) CAR/SAM States, Territories and users</p> <p>b) ICAO NACC and SAM</p> <p>c) IATA</p>	<p><b>COMPLETED.</b></p> <p>The requirements identified for this Conclusion are addressed in Conclusion GREPECAS/22/5.</p> <p>CAR Region: Under the auspices of the MCAAP Programme, a project was carried out that resulted in the development of guidance material to support Level 1 and Level 2 contingency planning. In addition, a Workshop was conducted to</p>

				<p>disseminate the developed guidance material.</p> <p>SAM Region: In September 2025, in Lima, Peru, the ATS/ATFM Workshop/Meeting for Pacific States (ATS/ATFM/5/PAC) was held, with the participation of IATA, to advance improvements in ATS contingency coordination in the South Pacific, in order to mitigate operational impacts when service degradations occur. However, the importance of achieving maturity in the implementation of cross-border ATFM services is recognized, so that adequate guidance can be provided in the MCATS. It is planned to conduct activities (virtual meetings) with COCESNA in March 2026 regarding the ATS Contingency initiative for the Pacific Ocean airspace.</p>
<p><b>CONCLUSION</b> <b>GREPECAS/21/10</b> STRENGTHENING OF FREQUENCY MANAGEMENT FOR THE USE OF AIR NAVIGATION SERVICES</p>	<p>That, to increase States’ support to the activities of the Aeronautical Frequency Management Project; and expand the Project scope with the activity on specifying an application (software) for technical/operational management and planning of the assignment of aeronautical frequencies for the CAR/SAM Regions; the GREPECAS Aeronautical Frequency Management Project amend its scope to include the study for alternatives, evaluation of costs, and proposing the minimum software implementation requirements, for its presentation at the GREPECAS/22 meeting.</p>	<p>GREPECAS/23</p>	<p>a) CAR/SAM States, Territories and users b) ICAO NACC and SAM c) GREPECAS Aeronautical FREQ Management Project</p>	<p><b>VALID.</b></p> <p>Working paper GRP23WP 8.5 has been presented, informing on the progress of these activities. The database is currently being updated, and the Frequency Finder application is being renewed by ICAO Montréal.</p> <p>New target date: GREPECAS/24.</p>

<p><b>CONCLUSION</b> <b>GREPECAS/21/11</b> DEVELOPMENT OF TERMS OF REFERENCE FOR A TOOL FOR THE ASSESSMENT OF SURVEILLANCE DATA FROM THE CAR AND SAM STATES</p>	<p>That An Ad hoc Group of experts composed by Brazil, Dominican Republic, United States, Uruguay and COCESNA, led by ICAO develop Terms of Reference (ToRs) for an application (technical tool) to support CNS staff on the evaluation of data from surveillance systems, especially those originating from ADS-B sensors by GREPECAS/22.</p>	<p>GREPECAS/22.</p>	<p>a) ICAO NACC and SAM b) Ad hoc Group</p>	<p><b>VALID.</b></p> <p>The CAR and SAM Regions continue to develop the ADS-B Tool, aimed at assessing surveillance data coverage, quality, and redundancy. The project is ready to be implemented during 2026, led by the FAA of the United States, the IDAC of the Dominican Republic, and COCESNA, and participation is expected from the States of Brazil, Colombia, and Uruguay, as requested by those States.</p> <p>In May 2025, an ADS-B Data Workshop was held at the SAM Office.</p> <p>New target date for completion: GREPECAS/24.</p>
<p><b>CONCLUSION</b> <b>GREPECAS/21/12</b> USE OF THE FREQUENCY FINDER 2023 APPLICATION AS A MANAGEMENT TOOL FOR VHF NAV AND VHF COM FREQUENCIES USED IN THE AERONAUTICAL CONTEXT</p>	<p>That States/Territories,</p> <ol style="list-style-type: none"> <li>a. transition the Frequency Finder 2023 runtime application (or subsequent versions) as the basic tool for the management of VHF NAV and VHF COM frequencies in the aeronautical context.</li> <li>b. assign "FF Focal Points" to coordinate internally the updating of information to subsequently submit these updates to the corresponding Regional Offices; and</li> <li>c. forward any proposed changes, via e-mail, by March 2024 to the ICAO ROs, who will upload it to the global database.</li> </ol>	<p>All by March 2024</p>	<p>CAR/SAM States, Territories and users</p>	<p><b>COMPLETED.</b></p> <p>Follow-up on the implementation of the Frequency Finder continues through Conclusion GREPECAS/21/10.</p>
<p><b>CONCLUSION</b> <b>GREPECAS/21/13</b></p>	<p>That the Secretariat to prepare a regional CAR/SAM guidance document, in</p>	<p>GREPECAS/22</p>	<p>NACC/WG and, SAM/IG</p>	<p><b>VALID.</b></p>

ACTIONS TO ADVANCE THE IMPLEMENTATION OF THE D-ATIS AND THE DCL	collaboration with all stakeholders, including guidelines to facilitate cost-benefit analysis, on the implementation of the Automatic Terminal Information Service by Data Link - ATIS digital (D-ATIS) and Departure Clearance by Data Link (DCL) by GREPECAS/22.			<p>CAR Region: A pilot project on D-ATIS is being planned in Costa Rica.</p> <p>SAM Region: The SAM Implementation Group (SAM/IG) has initiated the study and planning of ATIS and DCL improvements at selected airports. See IATA NE/WP 8.15.</p> <p>New target date: GREPECAS/24.</p>
<b>CONCLUSION GREPECAS/21/17</b> STATE IMPLEMENTATION OF NEW ICAO ANNEX 3 STANDARDS AND RECOMMENDED PRACTICES (SARPs) AND RELEVANT MET REQUIREMENTS	That, States/Territories, a) implement actions to disseminate the new requirements included in Amendment 81 to ICAO Annex 3 and Doc 10157 - PANSMET, as well as to promote their implementation; b) verify the implementation status of the BBBs in the MET area; c) streamline the implementation processes for the exchange of OPMET messages in IWXXM format; and d) complete the QMS/MET implementation and certification processes by GREPECAS/22.	GREPECAS/22	States	<b>COMPLETED.</b>  (a) Seminar organized by SAM RO with NAM/CAR/SAM participation on the development and structure of Doc 10157 PANS-MET, Lima, Peru, 30 Oct–1 Nov 2023. (b) States have advanced in verification; a standardized verification process is being promoted, with a guide to be prepared and a socialization workshop planned for 2026. (c) Additional regional efforts are needed to finalize implementation. (d) Continued assistance and financial support are needed for States to keep QMS up to date.
<b>CONCLUSION GREPECAS/21/18</b> COMPLETION OF PHASE 2 OF THE AIS ROADMAP TO AIM AND AIS AND INCLUSION OF SNOWTAM IN	That, a) States/Territories conclude the implementation digital data sets, e-AIP and all Phase 2 steps and report it to the respective ICAO NACC and SAM Regional Offices by the third quarter of 2024; b) ICAO include said information in the GREPECAS dashboard SNOWTAM	a) Complete all processes by the third quarter of 2024 b) January 2024 c) GREPECAS/22	a) CAR/SAM States, Territories and users b) ICAO NACC and SAM	<b>VALID.</b>  (a) Throughout 2025, capacity building for Phase 2 implementation has been conducted. State support is required for implementing Digital Data Sets (DDS) to enable e-AIP and standardized,

GREPECAS DASHBOARDS	implementation data by January 2024; and c) ICAO continue, through Workshops and Seminars, disseminating the new ICAO documentation on the AIS/AIM Quality Management System, AIS/AIM Staff Training and PANS-IM by GREPECAS/22.			interoperable aeronautical information exchange. (b) Regarding SNOWTAM implementation, Secretariat monitoring noted that AMHS system templates have prevented transition to the new SNOWTAM format in several States because current templates do not match the new format; templates must be updated. (c) QMS/AIM implementation monitoring is ongoing, as certifications require surveillance every three years.  New target date: GREPECAS/24.
<b>DECISION</b> <b>GREPECAS/21/19</b> REVISION OF DOCUMENT 7383 - AERONAUTICAL INFORMATION SERVICE PROVIDED BY THE STATES	That the Secretariat coordinates the revision of Doc 7383 Aeronautical Information Services, as it needs updating, and/or discontinue the document and manage it as a database by GREPECAS/22.	GREPECAS/22	ICAO NACC and SAM	<b>COMPLETED.</b>  The Secretariat presented the proposal to the Air Navigation Commission (ANC). Doc 7383 was discussed with AIS providers; given the availability of aeronautical information on international networks, continuation of this document would not be justified. GREPECAS recommendation to the ANC: discontinue Doc 7383.
<b>CONCLUSION</b> <b>GREPECAS/21/21</b> DEVELOPMENT OF AN ACTION PLAN FOR THE ADS-B IMPLEMENTATION	That States/Territories, led by ICAO, a) review the existing Operational Concept for the ADS-B Implementation in the CAR and SAM Regions, including its operational objectives, b) support the development of model regulations for ADSB; c) integrate all different stakeholders in the process; and	15 August 2024	a) CAR/SAM States, Territories and users b) ICAO NACC and SAM c) IATA	<b>VALID.</b>  In the CAR Region, Mexico, COCESNA, and Central America have completed the installation of their ADS-B stations, and the mandatory equipage mandate entered into force in January 2025. Activities planned for 2026 are being expanded to develop the necessary mechanisms for regional ADS-B data to support the generation of the

	d) develop an action plan incorporating activities, accountability, and milestone dates by 15 August 2024			<p>corresponding key performance indicators (KPIs) for the Region.</p> <p>In the SAM Region, the ADS-B SAM CONOPS 2025–2035 was approved, establishing a project for regional-level data processing to obtain the necessary KPIs, providing a comprehensive overview and enabling more informed decision-making. In addition, States such as Brazil, Colombia, Guyana, Panama, and Uruguay are operating with ADS-B, while the remaining SAM States are in very advanced processes to implement it or to approve its operational use in cases where it has already been deployed.</p> <p>New target date: GREPECAS/24.</p>
<p><b>CONCLUSION</b> <b>GREPECAS/21/23</b> SUPPORT THE WORK OF THE GREPECAS GTE</p>	<p>That :</p> <p>a) States/Territories promote female participation in the different groups and activities of ICAO;</p> <p>b) States/Territories continue current strategies for the mitigation of Code E (error/coordination failure between Air Traffic Control (ATC) units) Large Height Deviations (LHDs), including the implementation of Air Traffic Services Inter-facility Data Communication (AIDC) and RADAR data sharing;</p> <p>c) States/Territories implement multilateral action plans for the reduction of LHDs, jointly addressing the root causes of the events reported;</p> <p>d) States/Territories learn from the failures that have occurred due to the</p>	Immediately	<p>a) CAR/SAM States, Territories and users</p> <p>b) ICAO NACC and SAM</p>	<p><b>VALID.</b></p> <p>(a) Female participation has increased significantly in GTE meetings.</p> <p>(b) Three FIRs in the CAR Region remain on the main list of LHD occurrences and above the Target Level of Safety (TLS). NACC Air Navigation implementation group was presented with the need to link LHD mitigation with air navigation infrastructure and procedural improvements.</p> <p>(c) Filing direct-route flight plans remains a challenge in CAR.</p> <p>(d) Compliance with monitoring bodies remains challenging for CAR FIRs, especially submission of data in the agreed format.</p>

	<p>presentation of flight plans with direct routing;</p> <p>e) States/Territories remind responsibilities related to the submission of the data required by the monitoring agencies; and</p> <p>f) Mexico and United States implement procedures to ensure the exchange of LHD events that occur with Flight Information regions (FIRs) from other States</p>			<p>(e) Work continues on implementing procedures for information exchange and LHD mitigation actions.</p> <p>(f) Colombia, Ecuador and Panama have implemented corrective action plans to address coordination-error LHDs. Some SAM States continue delaying or not providing monitoring data to CARSAMMA; the SAM Office is working with them.</p> <p>New target date: GREPECAS/24.</p>
<p><b>DECISION</b> <b>GREPECAS/21/24</b> UPDATES TO PROJECT GREPECAS A2 GNSS AUGMENTATION</p>	<p>That the Secretariat:</p> <p>a) update Project A2 with the available information on GNSS Augmentation;</p> <p>b) collect GNSS updates and circulate a summary of this information prior to GREPECAS/22 meeting; and</p> <p>c) include a working session activity in Project A2 in the agenda of GREPECAS/22 including activating Project A2 for the CAR Region by September 2024. .</p>	By September 2024	<p>a. ICAO NACC and SAM</p> <p>b. COCESNA</p> <p>c. IATA</p>	<p><b>VALID.</b></p> <p>The technical aspects of SBAS are being analyzed with industry. The system involves various sectors beyond aviation (agriculture, fishing, engineering, transport, etc.). The Secretariat will report to GREPECAS/23 during the in-person phase.</p>
<p><b>DECISION</b> <b>GREPECAS/22/1</b> AD-HOC GROUP TO ASSESS THE COORDINATION OF PA-RAST/MAC –GTE SAFETY ISSUES  (DECISION RASG- PA/14 D03)</p>	<p>Qué, An Ad-hoc Group is established under the responsibility of PA-RAST/MAC, in coordination with the GREPECAS GTE and the ICAO Secretariat, to assess the root cause of the identified issues, which results will be presented by the ESC/40 meeting. .</p>	Results to be presented by ESC/40	<p>a. States,</p> <p>b. PA-RAST</p>	<p><b>VALID.</b></p> <p>PA-RAST MAC and GTE are collaborating to develop a Regional Safety Advisory (RSA) with recommendations to address an initial list of contributing factors related to LHD in RVSM airspace. The publication of this RSA is planned for January 2026. As the matter continues to be analyzed, additional RSAs will be published. The deliverable will be presented at the ESC/41 meeting.</p>

<p><b>CONCLUSION</b> <b>GREPECAS/22/2</b> PROGRESS ON THE DEVELOPMENT OF VOLUME III OF THE RANP CAR/SAM</p>	<p>That the CAR/SAM States, in conjunction with ANSP and airports, with the participation of airlines and International Organizations, assisted by the Secretariat, populate the Tables of Volume III of the RANP CAR/SAM with the data of performance indicators - KPIs, prioritizing and harmonizing the management of these indicators according to the progress of the Working Groups for the regional implementation of air navigation by GREPECAS/23.</p>	<p>Submit revised version of RANP Vol III, at GREPECAS 23</p>	<p>States; ICAO; ANSPs; airports; airlines; international organizations; working groups.</p>	<p><b>VALID.</b></p> <p>Assistance is being provided on States' KPI management capabilities to support the incorporation of data into the Volume III tables. See the GREPECAS GADHOC activities on KPI management in GRP23WP 6.1.</p> <p>New target date: GREPECAS/24.</p>
<p><b>CONCLUSION</b> <b>GREPECAS/22/3</b> SUPPORT FOR INSTRUMENT FLIGHT PROCEDURES DESIGN IN THE CAR/SAM REGIONS</p>	<p>That, to ensure safety of instrument flight operations,</p> <p>a. Air Navigation Service Providers (ANSP) assign the required resources (personnel, training, procedures, etc.) for their IFPDS, to strengthen the quality assurance of flight procedure designs, particularly the five-year periodic review of designs; and</p> <p>b. the ICAO NACC and SAM Regional Offices continue supporting the provision of flight procedures design basic, advanced and recurring training and report it to GREPECAS/23.</p>	<p>Report to GREPECAS/23</p>	<p>ICAO; States</p>	<p><b>VALID.</b></p> <p>a) The ANSPs have taken note. b) SAM Region: Secretariat delivered basic, advanced and recurrent training between 2023 and 2025. A panel has been implemented to monitor States' compliance with quality requirements. This is being reinforced in SRVSOP States, with LAR material improvements and harmonized oversight processes. During 2025 a project was developed—"Support to inspection and oversight of instrument flight procedure design in the Caribbean"—whose second phase will be completed in H1 2026 including basic training and OJT to improve States' oversight responsibilities and competencies for IFPD.</p> <p>CAR Region: The Flight Procedure Design (FPP) Project is being implemented, under which the implementation of certain basic PANS-OPS procedure design training</p>

				<p>activities is planned. Its implementation is expected to begin in the first quarter of 2026.</p> <p>New target date for completion: GREPECAS/24.</p>
<p><b>CONCLUSION GREPECAS/22/4</b> SUPPORT FOR SEARCH AND RESCUE EXERCISES</p>	<p>That to assess the status of Search and Rescue Services in the CAR/SAM Regions while discovering additional opportunities for improvements,</p> <p>a. CAR/SAM States schedule Search and Rescue exercises to assess their coordination and response capabilities, including autonomous distress tracking; and</p> <p>b. the ICAO NACC and SAM Regional Offices provide support and coordination for the conduction of Regional and Interregional SAREX and report it to GREPECAS/23.</p>	<p>Report to GREPECAS/23</p>	<p>ICAO; States</p>	<p><b>COMPLETED.</b></p> <p>a) States have taken note.</p> <p>b) 4–6 August 2025: the first in-person SAR exercise for CAR/SAM was held in Barranquilla, Colombia, to comply with the current GREPECAS Conclusion and to improve SAR services in both regions, strengthening coordination, action plans and staff competencies. It involved the SAR regions of Barranquilla, Panama, Curaçao and Jamaica, with observers from CAR/SAM States/Territories.</p>
<p><b>CONCLUSION GREPECAS/22/5</b> HARMONIZATION OF THE REGIONAL CAR/SAM ATM CONTINGENCY <u>MANAGEMENT FRAMEWORK</u></p>	<p>That, to promote global harmonization of the CAR/SAM ATM contingency management framework, the Secretariat,</p> <p>a. organize a workshop in 2025 to develop a CAR/SAM ATM Contingency management Framework (RACF). The CAR/SAM RACF should be based on the APAC/MID RACF and presented to GREPECAS/23 for endorsement; and</p> <p>b. request the CAR/SAM States to take action to harmonize their contingency</p>	<p>Report to GREPECAS/23</p>	<p>ICAO NACC and SAM</p>	<p><b>VALID.</b></p> <p>Under the auspices of the ICAO Air Navigation Bureau, a Workshop on the harmonization of the CAR/SAM Regions RACF will be conducted, with the objective of updating the CAR/SAM regional guidance for ATM contingency management. The Workshop will take place at the ICAO SAM Office in Lima, Peru, from 1 to 5 June 2026. Working Paper reporting on States' inputs</p>

	plans with neighbouring States' adjacent ATS units and report it to GREPECAS/23.			were presented at the GREPECAS/23 meeting.  New target date for completion: GREPECAS/24.
<b>CONCLUSION GREPECAS/22/6 NEOSPACE-1 PROJECT HARMONIZED DOCUMENTS</b>	That, States, International Organizations, implementation groups and the industry strengthen their activities and harmonize their action plans based on the following documents and report their progress to GREPECAS/23: i. the Airspace Optimization Programme - NEOSPACE-1 project VERSION 1.0 (Appendix D to WP/19), ii. the overarching document "Harmonized Horizons: Airspace Optimization in CAR-SAM Regions" (Appendix C to WP/19), iii. the CAR/SAM Guide for the implementation of improved operations through enhanced en-route trajectories (FRTO) ( <b>Appendix A</b> to this report).	GREPECAS/23	CAR/SAM States; ICAO NACC and SAM; industry; NEOSPACE-1 Project Coordinators	<b>COMPLETED.</b>  NEOSPACE-1 is being executed in CAR/SAM through implementation and study groups.  For GREPECAS/23, an aligned version with the new GREPECAS Programme/Project framework is presented.
<b>CONCLUSION GREPECAS/22/7 EVALUATION PROCESS OF THE NEW AIRSPACE CONCEPTS</b>	That, to enhance the evaluation of new Airspace Concepts, using Brazil as a reference, the Secretariat, in collaboration with the CAR and SAM States,  a. refine and implement a standardized methodology to guide stakeholders in evaluating and validating new operational scenarios, ensuring alignment with airspace users' needs; and	Report to GREPECAS/23	States; ICAO; industry; international organizations	<b>VALID.</b>  Processing has not yet started; extension requested at GREPECAS/24.

	b. coordinate with SAMIG-GESEA/SG1 (Airspace Planning Group) to analyse and optimize this methodology, drawing insights from various State practices while adapting to the unique needs of each State, recognizing that the goal is not to mimic Brazil but to incorporate and adjust ideas that best serve each state's requirements, and report it to GREPECAS/23.			
<b>CONCLUSION GREPECAS/22/8 DIGITAL AIRSPACE SYSTEM ANALYSIS (DASA) WORKSHOP IN BRAZIL</b>	That, to improve the analysis and management of digital airspace, Brazil host a DASA Workshop for the CAR/SAM Regions, aiming to implement User Preferred Routes (UPR) throughout South American airspace, while encouraging States to leverage the DASA tool for UPR analysis and inform GREPECAS/23 accordingly.	Report to GREPECAS/23	Brazil	<b>VALID.</b>  The DASA Workshop was delivered at the SAM Office in June 2025.  Due to coordination difficulties, the invitation was not extended to delegates from the CAR Region. SAM/IG and GESEA continue activities related to the use of DASA. Coordination will be carried out to assess the feasibility of conducting it in 2026.  New target date for completion: GREPECAS/24.
<b>CONCLUSION GREPECAS/22/9 DISSEMINATION OF THE IMPACTS OF SEVERE WEATHER PHENOMENA ON THE SAFETY OF AIR OPERATIONS</b>	That,  a. States, International Organizations, and service providers collect information on the impact of severe meteorological phenomena on the safety of air operations and airport operability;  b. the Secretariat work in coordination with International Organizations, States, and service providers to	GREPECAS/23	States; ICAO; International Organizations; service providers	<b>VALID.</b>  (a) With support from Project RLA/06/901 and an SIP, the NAM/CAR/SAM Workshop on Severe Weather and Aviation was delivered 23–27 June 2025. Completed.  (b) Given the topic's relevance, in SAM, national workshops were replicated in Suriname, Guyana and Colombia; FIR

	<p>organize dissemination activities on severe phenomena, and their impact on aviation;</p> <p>c. the Secretariat work in coordination with International Organizations, States, and service providers to analyse severe phenomena that have impacted air operations and airport operability to assess the emergence of new risks associated with these phenomena by GREPECAS/23; and</p> <p>d. the Secretariat work in coordination with International Organizations, States, and service providers to establish mitigation procedures for these new risks, if determined.</p>			<p>surveillance capacity was strengthened in a national workshop in Paraguay; additionally, a Regional Workshop for coordination on surveillance of Mesoscale Convective Complexes (MCC) and volcanic ash was held in Montevideo on 10–11 November for Argentina, Brazil, Paraguay and Uruguay. Completed.</p> <p>(c) and (d) Follow-up activities are being coordinated. Valid.</p> <p>New target date for completion: GREPECAS/24.</p>
<p><b>CONCLUSION</b> <b>GREPECAS/22/10</b> PERIODICAL VERIFICATION OF THE BASIC BUILDING BLOCKS OF MET, AIM, SAR, ATM AND AGA SERVICES</p>	<p>That,</p> <p>a. the NACC and SAM Regional Offices develop the dashboard associated with the Basic Building Blocks (BBB) enunciated in the GANP for MET, AIM, SAR, ATM, and AGA services in coordination with the States, Territories and International Organizations in line with the CAR/SAM RANP work plan and report it to GREPECAS/23;</p> <p>b. the States, Territories and International Organizations support the work of the Regional Offices to continue the development of the mentioned BBB verification process; and</p> <p>c. the States, Territories and International Organizations</p>	<p>GREPECAS/23</p>	<p>States; ICAO; Secretariat; States</p>	<p><b>VALID.</b></p> <p>a) The Secretariat plans to prepare a guide for State surveillance of BBB implementation for MET and AIS/AIM; a workshop will be delivered to socialize the guide once finalized.</p> <p>Steps (b) and (c) will be followed up once the guide is approved.</p> <p>New target date for completion: GREPECAS/24.</p>

	strengthen the surveillance and oversight processes, as well as quality control, to generate synergy with the verification process presented, combine national efforts and feed the dashboard.			
<b>DECISION GREPECAS/22/11 REGIONAL AGREEMENT FOR THE IMPLEMENTATION OF A TROPICAL CYCLONE ADVISORY CENTRE (TCAC)</b>	That, a. GREPECAS/22 decides to support the regional air navigation agreement for the establishment of a TCAC for the South Atlantic; b. the Secretariat communicate to the Air Navigation Commission the decision to support the establishment of the TCAC; c. the Secretariat coordinate administrative and technical arrangements, with Headquarters and other multilateral organizations, for the implementation of the TCAC for the South Atlantic; d. Brazil implement the TCAC once the technical processes with the Headquarters and the multilateral organizations involved have been completed; and e. the Secretariat manage the amendment to Vol. I of the CAR/SAM Regional Air Navigation Plan, once the process of establishing the TCAC has been completed. f. al Vol. I del Plan Regional de Navegación Aérea CAR/SAM, una vez finalizado el proceso de establecimiento del TCAC.	By GREPECAS/23	States; ICAO; Brazil; ICAO HQ; ANC; WMO	<b>VALID.</b>  a) Volume I of the e-ANP CAR/SAM should be amended when ANC approves TCAC establishment.  b) GREPECAS informed the ANC; the ANC referred to ANB to analyze with WMO the approval of a South Atlantic TCAC.  c) The Secretariat coordinated administrative and technical aspects with ANB and WMO; States interested in hosting a TCAC were consulted; capacity building was facilitated via a Tropical Cyclones course by the U.S. National Hurricane Center. WMO, as the body responsible for TCACs, will send an official letter on feasibility; letter pending. In parallel, Brazil submitted a working paper on the same point (see WP 5.3 item 2.10).  d) Follow-up to be implemented by Brazil once WMO indicates feasibility.  New target date for completion: GREPECAS/24.

<p><b>CONCLUSION</b> <b>GREPECAS/22/12</b> ENVIRONMENTAL STRATEGY IN THE NAM/CAR/SAM REGIONS</p>	<p>That,</p> <ol style="list-style-type: none"> <li>a. States support their counterparts in charge of the States' Action Plans on CO<sub>2</sub> emissions reduction in their corresponding States, to complete the development or update of this plan to emphasize the benefits derived from the operational improvements implemented by integrating quantified data,</li> <li>b. GREPECAS establish a link between the capacity and efficiency objectives and environmental protection objectives, through data on CO<sub>2</sub> emission savings derived from operational improvements implemented through the Aviation System Block Upgrade (ASBUs) by GREPECAS/23.</li> </ol>	GREPECAS/23	ICAO; States	<p><b>VALID.</b></p> <ol style="list-style-type: none"> <li>a) The Secretariat plans a workshop to discuss the link between LTAG and operational improvements; States updating their SAPs are encouraged to consider operational improvements in their CO<sub>2</sub> reductions plan.</li> <li>b) The 41st/42nd Assembly approved the 8th edition of the GANP, which includes environmental objectives in the ENV KPA to be reflected in National Air Navigation Plans.</li> </ol> <p>New target date for completion: GREPECAS/24.</p>
<p><b>CONCLUSION</b> <b>GREPECAS/22/13</b> MODIFICATIONS APPROVAL TO CAR/SAM F3 PROJECT</p>	<p>That, to implement Surface Movement Guidance Control System (SMGCS) as part of the F3 Project:</p> <ol style="list-style-type: none"> <li>a. the States approve the revised version (modifications) of the CAR/SAM F3 Project at <b>Appendix B</b> to this report.</li> <li>b. Member States and International Organizations review the proposed modifications to Project F3 and indicate their comments to the Secretariat by than <b>31 January 2025</b>, and</li> <li>c. F3 Project Members prepare a detailed action plan, in conjunction with the Secretariat, to carry out such</li> </ol>	1 December 2024	ICAO; States	<p><b>COMPLETED.</b></p> <p>A new version of the project was approved by the States at GREPECAS/22 and presented at GREPECAS/23 under the new programme and project structure as Project B7 (NE/7.1 and NE/8.11). Activities related to this topic have been scheduled for 2026 under the SAM Implementation Group (SAM/IG) and the NACC AGA Task Force.</p>

	activities, with the identification of priority international aerodromes.			
<b>CONCLUSION GREPECAS/22/14</b> REVIEW OF THE CURRENT GREPECAS WORK PROGRAMME AND PROJECTS	That,  a. the List of Work Programmes and Projects submitted under WP/14 and the Project Description Template (Appendices B and C to WP/14 Rev.) is approved;  b. the Secretariat complete the templates for each project, and that they be submitted for the analysis and approval of GREPECAS/23; and  c. the Secretariat formulate a management and responsibilities mechanism for better monitoring and follow-up of these GREPECAS Programmes and Projects and presents them for the analysis and approval of GREPECAS/23.	a. Immediately b. GREPECAS/23 c. GREPECAS/23	ICAO; States	<b>COMPLETED.</b>  The meeting is invited to see WP 7.1.
<b>DECISION GREPECAS/22/15</b> APPROVAL OF THE UPDATE OF THE GREPECAS PROCEDURAL HANDBOOK	That, the updated GREPECAS Procedural Handbook is approved as presented in <b>Appendix D</b> to this report. .	Immediately		<b>COMPLETED.</b>  GREPECAS Procedures Manual approved.
<b>CONCLUSION GREPECAS/22/16</b> ENHANCE CAR/SAM <u>REGIONS</u> RVSM AIRSPACE SAFETY	That, to promote actions that allow maintaining operational safety in RVSM airspace,  a. States of FIRs that reported in 2023 a TLS above the acceptable level to work with their respective ICAO Regional	Report by GREPECAS/23	States; ICAO	<b>VALID.</b>  Despite having presented action plans to mitigate the main occurrences identified in 2023 and 2024, several FIRs that exceeded TLS have maintained similar performance.

	<p>Office to develop an action plan to mitigate the main occurrences identified in this period;</p> <p>b. States take necessary measures to ensure that LHDs, in particular Categories A, B, C, D, E, H, J and K, as applicable, be reported in timely manner to CARSAMMA; and</p> <p>c. the ICAO NACC and SAM Regional Offices reiterate the States the importance of keeping the regional monitoring agencies' database on RVSM approvals up to date and report progress to GREPECAS/23.</p>			<p>New target date for completion: GREPECAS/24.</p>
<p><b>DECISION</b> <b>GREPECAS/22/17</b> UPDATE OF THE GUIDANCE MANUAL FOR CONTACT POINTS ACCREDITED TO CARSAMMA</p>	<p>That the update to the Manual for Accredited Focal Points to CARSAMMA, aimed at improving the RVSM airspace monitoring process in the Caribbean and South American (CAR/SAM) regions, increasing efficiency and accuracy in data collection for RVSM airspace safety analysis, as presented in Appendix B to WP/20 of this meeting is accepted.</p>	<p>Immediately</p>	<p>States; ICAO; ANSPs; airports; airlines</p>	<p><b>VALID.</b></p> <p>The update could not be finalized due to discrepancies in introducing accepted changes. The GTE is working to complete the update; additional time is requested.</p> <p>New target date: GREPECAS/24.</p>
<p><b>CONCLUSION</b> <b>GREPECAS/22/18</b> TCAS/RA EVENTS REDUCTION AND MITIGATION STRATEGY IN CAR/SAM FIRs  (DECISION RASG-PA/14 D04)</p>	<p>That, Considering the risk represented by the TCAS/RA events in the airspace, and its implication for the safety and efficiency of aviation, Air Traffic Service Providers (ATSP); the industry, CAAs and the Pan America Regional Aviation Safety Team PA RAST implemented a strategy to enhance the collection, analysis and reduction measures on a data based-drive approach which results will be presented to GREPECAS/23.</p>	<p>Results to be presented by GREPECAS 23</p>	<p>ATSP; industry; CAAs; PA-RAST</p>	<p><b>VALID.</b></p> <p>The initial work of the PA-RAST MAC project team related to TCAS RAs is focused on combining TCAS RA and LHD data into a single picture to provide a broader view of MAC risk in the region. The results will be presented at the RASG-PA/16 and GREPECAS/24 Plenary Sessions.</p>

<p><b>DECISION</b> <b>GREPECAS/22/19</b> ACTIVATION OF AN AD-HOC GROUP FOR THE DEVELOPMENT OF KPIS OF GANP (KAHG)</p>	<p>Under the framework of GREPECAS Programme for the Strengthening of the Regional Plan (RANP) and National Plans (NANP) of the CAR/SAM, Project A1, and to work jointly with the regional implementation groups, the industry and stakeholders, an Ad-hoc Group is activated, which members are Bahamas, Brazil, Chile, Colombia, Cuba, Dominican Republic, Ecuador, Panama, Peru, Trinidad and Tobago, United States, IATA and IFATCA, for the development of Key Performance Indicators KPI of the GANP (KPI Ad-hoc Group - KAHG) in order to strengthen the implementation of Volume III of the RANP CAR SAM, which results are to be presented at GREPECAS/23 with the following tasks:</p> <ol style="list-style-type: none"> <li>1. prepare a regional CAR/SAM guidelines and standardized training material on the methodology of performance indicators, data collection and management and calculations;</li> <li>2. formulate an Action Plan for the progressive implementation of KPIS, identifying priorities and resources required, harmonized with the progress of the implementation groups;</li> <li>3. implement a Communications Plan and adequate means of dissemination (dashboards, etc.) of the KPIS; and</li> </ol>	<p>Results to be presented at GREPECAS 23</p>	<p>States; ICAO; International Organizations; users; stakeholders</p>	<p><b>COMPLETED.</b></p> <p>The KAHG (renamed GADHOC) began activities, approving its ToR and conducting a preliminary review of EASA-collaborated guidance material for developing GANP-aligned KPIS to be included in RANP CAR/SAM Volume III. (See GRP23WP6.1)</p>
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	<p>4. Formulate a regional and/or interregional initiative for KPIs benchmarking activities.</p>			
<p><b>CONCLUSION</b>  <b>GREPECAS/22/20</b>                  ACTION ITEMS                  RELATED AN-CONF/14                  RECOMMENDATIONS 3.1/1, 3.1/4 AND 3.2/2</p>	<p>That, the Secretariat, in collaboration with the CAR and SAM States,</p> <ul style="list-style-type: none"> <li>a. develop a CAR/SAM Implementation Plan for improved longitudinal separation minima per AN-CONF/14 Recommendation 3.1/1 Project 30/10 - <i>Optimized implementation of longitudinal separation minima</i> for endorsement by GREPECAS/23;</li> <li>b. align the NEOSPACE-1 project to the AN-Conf/14 Recommendation 3.1/4 – <i>Free route airspace</i>; and</li> <li>c. develop an initial CAR/SAM Transition Plan to Flight and flow - information for a collaborative environment (FF-ICE) as per AN-Conf/14 Recommendation 3.2/2 – Transition to flight and flow – information for a collaborative environment services and cessation of ICAO 2012 flight plan by 2034, with the support of experts from States and International Organizations, to be presented to GREPECAS/23.</li> </ul>	<p>GREPECAS/23</p>	<p>States; ICAO</p>	<p><b>VALID.</b></p> <ul style="list-style-type: none"> <li>(a) Not started;</li> <li>(b) Completed – Project B3 aligned;</li> <li>(c) Initiated in SAM – GESEA/SG4 activated for FF-ICE studies and planning.</li> </ul> <p>New target date for completion: GREPECAS/24.</p>