

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE**

**TWENTY-SIXTH EASTERN CARIBBEAN INFORMAL WORKING GROUP MEETING
(26TH E/CARIWG)**

(Barbados, 3 to 7 June 2002)

Agenda Item 1: **GREPECAS/10 and Air Navigation Deficiencies**

1.1 Review of GREPECAS/10 Conclusions and Decisions

GREPECAS/10 CONCLUSIONS AND DECISIONS

(Working Paper presented by the Secretariat)

SUMMARY
This working paper presents to the Meeting the conclusions and decisions of the 10 th GREPECAS meeting for their information, review and action, as applicable.
REFERENCES
• Draft Report of the 10th GREPECAS Meeting

1. Introduction

1.1 This Working Paper presents the conclusions and decisions adopted by the 10th CAR/SAM Regional Planning and Implementation Group (GREPECAS) meeting held in Spain from 23 to 27 October 2001 for the Meeting's information, review and appropriate action. It is noted that the conclusions are subject to approval by the ICAO ANC and Council. Nevertheless, States may advance the implementation by taking the appropriate actions.

2. Suggested Action

2.1 The E/CAR Informal Working Group is invited to review **Appendix A** to this Working Paper, to take note, review and comment on the applicable conclusions and decisions adopted by the 10th GREPECAS Meeting and implement the appropriate actions.

REVIEW OF GREPECAS/10 CONCLUSIONS AND DECISIONS

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 10/1 GENERAL FRAMEWORK AND TERMS OF REFERENCE FOR INTERREGIONAL MEETINGS That GREPECAS adopt the general framework and terms of reference for interregional meetings as developed by ALLPIRG/4 and as reproduced at Appendices A and B to this part of the report and acknowledge its application in areas such as RVSM, ATFM, regional and sub-regional monitoring agencies, and safety assessment.	GREPECAS			Note
CONCLUSION 10/2 INTEGRATION AND INTEROPERABILITY OF REGIONAL DIGITAL NETWORKS That, as a matter of urgency, ALLPIRG be invited to address the issue of integration and interoperability of regional digital networks at the world-wide level.	ALLPIRG			Note
CONCLUSION 10/3 EUROCONTROL ATTENDANCE AT GREPECAS MEETINGS That, with a view to facilitating GREPECAS study of EUROCONTROL planning and implementation methods, and otherwise as deemed appropriate on the basis of the GREPECAS work programme: a) general approval for attendance at GREPECAS meetings be sought from the President of the Council under delegated authority; and b) the GREPECAS Administrative Co-ordination Group (ACG), as appropriate, invite that agency as observer at future GREPECAS meetings.	ICAO ACG			Note

Appendix A

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 10/4 APPROVAL OF SECTIONS II AND III OF THE CNS/ATM MANUAL That, a) Section II “Study Programme” and Section III “Impact of CNS/ATM automation on human resources” of the CNS/ATM Personnel Training Manual be approved; and b) the Secretariat, once the corresponding translation is completed, publish and circulate the Manual among States and International Organizations.	ICAO			Note
CONCLUSION 10/5 AMENDMENTS TO THE FASID That the Secretariat prepare and process a proposal for amending the general guidelines for the establishment and provision of multinational stations/services in the CAR/SAM Regions, contained in the FASID, in keeping with Appendix A to this part of the Report.	ICAO			Note
DECISION 10/6 EFFECTIVENESS OF THE CAR/SAM REGIONAL PLAN FOR THE IMPLEMENTATION OF CNS/ATM SYSTEMS That GREPECAS consider the CAR/SAM Regional Plan for the Implementation of CNS/ATM Systems as valid, to be used as work document for updating the basic ANP and FASID.	GREPECAS			Note
CONCLUSION 10/7 MANDATORY USE OF PRESSURE-ALTITUDE REPORTING TRANSPONDERS That the CAR/SAM States/Territories that have not yet done so take necessary measures to promulgate national regulations by 1 January 2003, in order to adopt the International Standard to implement the mandatory use of Pressure Altitude Reporting Transponders (SSR Mode C) as indicated in Annex 6, Part I, International Commercial Air Transport – Aircraft, paragraph 6.19; Part II International General Aviation – Aircraft, paragraph 6.13 and Part III, Helicopters, paragraph 4.15.	States	States/ Territories and International Organizations who have not done so, are exhorted to comply with the requests in this Conclusion.		Note

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/11 IMPLEMENTATION OF RVSM IN THE CAR/SAM REGIONS That CAR/SAM States/Territories and COCESNA: a) implement RVSM in the Flight Information Regions under their jurisdiction; b) carry out this implementation programme in phases in accordance with the following: 1) from FL350 to FL390 inclusive starting from 1 April 2004 allowing the use of up to FL410 in a tactical way; and 2) from FL290 to FL410 inclusive, at a date to be determined in accordance with operational needs; and c) use as a reference framework for RVSM implementation the basic work programme shown in Appendix C.	States	The ATM Committee of the GREPECAS ATM/CNS Subgroup has been assigned to develop the required programme in order to carry out the RVSM implementation in the CAR/SAM Regions.		Note and take action
CONCLUSION 10/12 CAR/SAM AIRSPACE SAFETY PERFORMANCE MONITORING AGENCY (CAR/SAM-MA) In order to ensure compliance with RVSM and RNP implementation requirements in the CAR/SAM Regions, it is agreed that: a) until a regional agreement is reached for the implementation of a regional monitoring agency, the Brazilian offer to undertake the tasks and responsibilities of a regional monitoring agency be accepted; and b) the ICAO NACC and SAM Offices consult with CAR/SAM States, Territories and International Organizations and, if applicable, obtain their approval for assigning the responsibility for monitoring safety system performance in CAR/SAM airspace to a State, group of States or a regional cooperation mechanism.	Brazil ICAO Regional Offices	This issue will continue to be dealt with by the ATM Committee of the GREPECAS ATM/CNS Subgroup.		Note

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/13 DUTIES AND RESPONSIBILITIES OF THE CAR/SAM MONITORING AGENCY (CAR/SAM-MA) WITH REGARD TO RVSM AND RNP That the CAR/SAM Monitoring Agency take on the duties and responsibilities with regard to RVSM and RNP as specified in Appendices D and E.	CAR/SAM Monitoring Agency	This issue will continue to be dealt with by the ATM Committee of the GREPECAS ATM/CNS Subgroup.		Note
CONCLUSION 10/14 DATABASE FOR THE SAFETY ASSESSMENT OF RVSM AND RNP That CAR/SAM States/Territories and International Organizations start gathering, as soon as possible, information detailed in Appendices F and G with the aim of creating a database to be used for airspace safety assessment in the CAR/SAM Regions for RVSM and RNP implementation.	States/Territories and International Organizations	States/ Territories and International Organizations are exhorted to initiate the collection of the requested information.		Comply
CONCLUSION 10/15 ATC PROFESSIONAL CAREER GUIDE That CAR/SAM State/Territories and International Organizations, which deem it advisable, for the purpose of structuring careers of air traffic controllers, use as a reference framework, the “ATC Professional Career Guide”. This guide is published as a separate document on the ICAO South American Regional Office website (www.lima.icao.int) (in the section corresponding to GREPECAS).	States	The Meeting participants are requested to take note of this information and to consult it in the indicated website.		Note
CONCLUSION 10/16 SUPPORT TO PROJECT RLA/98/003 That, with a view to implementing RVSM and RNP in the CAR/SAM Regions: a) participating States, Territories and International Organizations continue supporting Project RLA/98/003 “Transition to the CNS/ATM Systems in the CAR/SAM Regions”; and b) the NACC and SAM Regional Offices encourage, through the available regional mechanisms, all those States, Territories and International Organizations which have not done so yet, to join and actively participate in the project.	States/Territories and International Organizations	States/ Territories and International Organizations who have not done so are requested to participate in the RLA/98/003 Project.		Comply

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CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/17 RNP 10 TRIALS AND DEMONSTRATIONS IN THE CAR/SAM REGIONS That CAR/SAM Project RLA/98/003: a) start a programme of RNP 10 trials and demonstrations in the airspace from Santiago de Chile to Miami along UT780 route and its parallel route, and b) take as a reference framework the Action Plan shown in Appendix H.	CAR/SAM Project RLA/98/003	States/ Territories and International Organizations are invited to take note and to participate, in due course, in the planning and implementation of this issue. It is planned to discuss this issue during the 3 rd Meeting of ATM Authorities which is to be held in Lima from 20-24 March 2002.		Note
CONCLUSION 10/18 GUIDELINES FOR THE IMPLEMENTATION OF AN ATS QUALITY ASSURANCE PROGRAMME That the “CAR/SAM Regional Guidance Material on ATS Quality Assurance Programmes” to be used by the States, Territories and International Organizations of the CAR/SAM Regions”. This document is published as a separate document on the ICAO South American Regional Office website (www.lima.icao.int) (in the section corresponding to GREPECAS).	States/Territories and International Organizations	States/ Territories and International Organizations are invited to take note of this information. It is planned to hold a Workshop for the CAR Region in Spanish during June of 2002 in order to explain the use of the Regional Guidance material in San Salvador, El Salvador. This Workshop is to be sponsored by COCESNA and ICAO.		Comply

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/19 REGIONAL ACTIONS TO SUPPORT ICAO'S POSITION ON CRITICAL INTEREST ISSUES FOR CIVIL AVIATION AT ITU'S WRC-2003. That Civil Aviation Administrations of the CAR/SAM States, during their preparatory activities for and at the ITU WRC-2003, support ICAO's position regarding matters related to the radio frequency spectrum of critical interest to civil aviation, by: a) taking note of the ICAO position reflected in the attachment to State Letter E 3/5-01/79, dated 10 August 2001; b) taking into account the "Strategy for establishing and promoting the ICAO position for future ITU world radio communication conferences", which appears in the Appendix I; c) having national authorities responsible for managing the radio frequency spectrum consult aeronautical telecommunication experts when establishing national policies, in order to preserve the aeronautical frequencies spectrum and to support and include the ICAO position in their national positions for the WRC-2003; d) obtaining the support of national governing bodies; e) having aeronautical telecommunication experts participate at the CITEL regional fora; f) informing ICAO of any proposal they deem appropriate for updating and enhancing the ICAO position; and g) including in their respective State delegations to the WRC-2003 aeronautical communication specialists who may act at the conference in coordination with experts from other States and ICAO to defend civil aviation interests, in keeping with the ICAO position.	States			Comply

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CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/20 REPLACEMENT OF TELEPRINTER-BASED AFTN STATIONS WITH PC-TYPE TERMINALS That, States/Territories/International Organizations that have not yet done so, consider replacing the teleprinters that are operating in the AFTN stations serving ATM, AIS, MET, SAR and other units with PC-type computers equipped with software that -emulates telegraphic procedures.	States			Comply
CONCLUSION 10/21 AMENDMENT OF FASID TABLE CNS 1A That, based on the material set out in Appendix J to this part of the Report, ICAO amend FASID Table CNS 1A of the CAR/SAM ANP at the appropriate time.	ICAO Regional Offices			Note
CONCLUSION 10/22 AMHS IMPLEMENTATION That, in order to progress CAR/SAM AMHS implementation planning: a) the CNS Committee of the ATM/CNS/SG review and improve the AMHS requirements in Table CNS 1B of the FASID as required; b) States/Territories/International Organizations, in accordance with SARPs of the ATN/AMHS, as soon as possible, establish plans for the migration from AFTN to AMHS; c) the Regional Offices assign due priority to and provide the necessary assistance for the implementation of the AMHS; and d) ICAO, in order to foster AMHS implementation and examine regional AMHS policy matters, organize a workshop/seminar during 2002.	CNS Committee States ICAO Regional Offices ICAO			Comply

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/23 AMHS ADDRESSING SCHEME That: a) the ATM/CNS/SG develop an AMHS addressing scheme for the CAR/SAM Regions; taking into account the material contained in Appendix K; and b) ICAO consider the need to develop guidance material on the AMHS addressing scheme, in order to achieve as much global uniformity as possible in the AMHS address structure.	ATM/CNS/SG ICAO			Note
CONCLUSION 10/24 AIDC IMPLEMENTATION That, in order to advance AIDC planning in the CAR/SAM Regions: a) the ATM/CNS/SG review and improve, as necessary, the AIDC requirements recommended in Table CNS 1B of the FASID; and b) States/Territories/International Organizations should consider the implementation of data processing facilities at ATM units, based on the OSI network architecture, in order to support all planned CNS/ATM applications using ATN inter-network communication services.	ATM/CNS/SG States			Note
CONCLUSION 10/25 COORDINATION FOR DIGITAL NETWORK INTERCONNECTION That, a) in developing projects to interconnect digital networks based on the guidance material to be prepared by GREPECAS, States/Territories/International Organizations develop duly coordinated plans to accomplish the required interconnection by the desired deadlines; and b) ICAO provide the necessary assistance to the States/Territories/International Organizations so that the coordination mentioned in a) above may be achieved in an effective and efficient manner.	States ICAO			Comply

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/26 DEVELOPMENT OF NATIONAL DIGITAL NETWORKS That, when preparing their plans for the implementation of national digital networks to improve aeronautical communications and facilitate the implementation of the ATN inter-network services, States/Territories/ International Organisations consider, when carrying out the design of these networks, the application of the “General guidelines for the design of national digital networks” set out in Appendix L.	States			Note
CONCLUSION 10/27 PRELIMINARY MATERIAL ON INTERCONNECTION OF AERONAUTICAL COMMUNICATION DIGITAL NETWORKS That States/International Organisations take into account the guidance material to begin aeronautical communication digital network interconnectivity and interoperability studies set out in Appendix M.	States			Comply
CONCLUSION 10/28 CAPACITY PROVISION FOR THE MASSIVE EXCHANGE OF INFORMATION THROUGH DIGITAL AERONAUTICAL COMMUNICATION NETWORKS That States/International Organizations, when promoting the development, implementing or enhancing private digital voice and data aeronautical communication networks, take into account the advantages that may be obtained by implementing multi-services/multi-protocol networks of modern and adequate available technology and planning the inclusion of the new services resulting from CNS/ATM implementation in the CAR/SAM Regions with massive information transmission capacity, giving access priority to that information related with security in support of multiple aeronautical applications, including those corresponding to CNS/ATM systems.	States			Note

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/29 SHORTCOMINGS/DEFICIENCIES RESULTING FROM A LACK OF AIR-TO-GROUND VHF COVERAGE That, a) ICAO Regional Offices request States/Territories/International Organisations to provide graphical information showing FIR limits, air routes, air-to-ground VHF coverage certified through flight test procedures or, if such are not available, coverage calculated according to Annex 10, Volume III for their terminal areas and for en-route navigation, considering minimum and maximum en-route flight levels of 7600 m (25,000 ft) and 13,700 m (45,000 ft), respectively; b) ICAO Regional Offices and the GREPECAS contributory bodies record and document, as part of the list of communication shortcomings/deficiencies, the lack of VHF communication coverage along air routes identified by States/Territories/International Organisations and airspace users, giving them a "U" priority if there is a shortcoming/deficiency with no alternate means available to provide air-to-ground communication service for filling the gaps in VHF communication coverage; and c) the GREPECAS ATM/CNS Subgroup analyse the information obtained on VHF coverage shortcomings and deficiencies, so that it can provide advisory assistance in completing and improving air-to-ground VHF communication coverage.	ICAO/States ICAO/ GREPECAS ATM/CNS/SG			Comply

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/30 ELIMINATION OF A SINGLE VHF VOICE COMMUNICATION CHANNEL FOR PROVIDING APP AND TWR SERVICES That, States/Territories/International Organizations that have implemented APP and TWR communication services using a single VHF channel consider providing these ATC services through an independent VHF channel, as indicated in CAR/SAM FASID Table CNS 2A so that the assigned frequencies be properly used, avoiding harmful interference to other aeronautical mobile services stations.	States			Note
CONCLUSION 10/31 INDICATION OF THE VDL MODE TYPES IN FASID TABLE CNS 2A That, in order to specify VDL modes in the Aeronautical Mobile Service Plan, the CNS 2A Table be amended by adding a column as shown in Appendix N.	ICAO Regional Offices			Note
CONCLUSION 10/32 UPDATING AND PUBLICATION OF NATIONAL LEGISLATION/REGULATIONS AUTHORIZING THE USE OF GNSS That, CAR/SAM States/International Organizations, a) that have not done so yet, publish or update, as soon as possible, an AIC on their legislation/regulation, authorizing the use of GNSS as a primary/supplementary means of navigation for terminal area and en-route operations in their respective airspace, also specifying equipment, certification, and training requirements; and b) that have already established the operational use of GNSS, exchange information on their operational experience with other States/International Organizations in order to enhance the regional knowledge.	States			Comply

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/33 INITIAL REGIONAL GUIDELINES FOR RADAR DATA SHARING AMONG ATM UNITS That States/International Organisations take into account the Regional Guidelines for the development of radar data sharing, as shown in Appendix O.	States			Note
CONCLUSION 10/34 SIGNIFICANT WEATHER MEDIUM-LEVEL (SWM) CHARTS FOR THE CAR/SAM REGIONS That, a) States/Territories and IATA indicate, before 1 February 2002 to the ICAO Regional Offices of Lima and Mexico, the requirements for SWM (FL 100-250) charts for the CAR/SAM Regions; and b) based on a), the WAFS Task Force establish dates for the transfer of responsibilities for SWM production from the Brasilia and Buenos Aires RAFCs to the Washington WAFS, and develop a corresponding WAFS Transition Plan and Procedures for the CAR/SAM Regions.	States WAFS Task Force	WAFS Washington will look to ICAO Lima RO/State at WAFS Task Force Special Meeting, Chile, April 2002, to determine if there is a valid Regional requirement for SWM in CAR/SAM Regions.	On going	Comply
CONCLUSION 10/35 MAINTENANCE OF WAFS EQUIPMENT AND SYSTEMS That, a) the WAFS provider State release information on those firms which were contracted to supply and maintain WAFS equipment and systems; and b) no later than January 2002, States contract the necessary service agreements in order to keep their one- and two-way WAFS equipment and systems (VSAT and STAR4) fully operational.	States	WAFS Washington will be available to provide information on procedures for the provision of services (supply and maintenance) at the next WAFS Task Force Meeting in Chile, April 2002.	Pending	Comply

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 10/36 COMMUNICATION PROBLEMS REGARDING OPMET INFORMATION EXCHANGE That, the communication problems detected by the COM/MET SIP affecting OPMET information exchange be examined by the ATM/CNS Subgroup at its next meeting and the AERMET Subgroup informed on the actions taken to resolve them.	ATM/CNS/SG	Follow up on the next ATM/CNS/SG Meeting.	Pending	Note
CONCLUSION 10/37 SIGMET SIP That, ICAO carry out a SIP for the SAM Region, to improve the implementation of the procedures for SIGMET development and dissemination, especially those related with volcanic ash.	ICAO	The established process for approval will follow soon.	Pending	Note
DECISION 10/38 MET REQUIREMENTS FOR CNS/ATM SYSTEMS That, the ATM/CNS Subgroup inform the AERMET Subgroup on the MET requirements for the development of the CNS/ATM activities in the CAR/SAM Regions, including a timetable setting priorities and implementation dates.	ATS/CNS SG	Follow up.	Pending	Note
CONCLUSION 10/39 TRAINING OF AERONAUTICAL METEOROLOGICAL PERSONNEL That ICAO develop and implement a joint project with the WMO to provide short and long term solutions to the lack of trained personnel in the aeronautical meteorological field faced by most of the States in the CAR/SAM Regions.	ICAO	ICAO should present a proposal to WMO to implement a joint training project to provide short and long term solutions in the field of aeronautical meteorology	Pending	Note
DECISION 10/40 USE OF MET INFORMATION AND PRODUCTS BY ATM PERSONNEL That, the ATM/CNS Subgroup take the necessary measures to promote improved understanding and use of MET information and products by ATM personnel.	ATM/CNS/SG	Follow-up	TBD	Note

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 10/41 FASID AMENDMENTS That, the CAR/SAM FASID be amended as follows: a) Appendix P to constitute FASID Table MET 2A and replace the current Table MET 2; b) Appendix Q to constitute FASID Table MET 2B and replace the current Table MET 2A; c) Appendix R to constitute FASID Table MET 3A and replace the current Table MET 3, Part I; d) Appendix S to constitute FASID Table MET 3B and replace the current Table MET 3, Part II; and e) Appendix T to constitute FASID Table MET 5 and replace the current Table MET 5. (Notes: regarding a) and b), CAR States shall send OPMET data to AFTN address EGZZMCAR of the SADIS in London; SAM States shall send OPMET data to AFTN address EGZZMSAM of the SADIS in London. Regarding c), Chart MET 2 will be duly amended)	ICAO Regional Offices	The review and the amendment to the CAR/SAM FASID should be initiated as soon as possible to ensure its later implementation.	Pending	Note
CONCLUSION 10/42 AGA/AOP/SG TRAFFIC FORECAST REQUIREMENTS That the ICAO CAR/SAM Traffic Forecasting Group provide to the AGA/AOP/SG the following information for 5 and 10-year horizons: a) the critical aircraft types for each international aerodrome; b) the busy hour aircraft movements for each international aerodrome; c) the annual aircraft movements for each city; and d) the types of aircraft operating on each route between all city-pairs.	ICAO CAR/SAM TFG	Delayed due to resource limitations	Pending	Note

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/43 AIRFIELD MAINTENANCE PROGRAMMES That: a) States ensure that by June 2002 aerodrome operators implement and maintain adequate airfield maintenance programmes to eliminate and prevent the future existence of urgent deficiencies in existing runway markings, lighting, signs and pavement surface conditions, and perimeter barriers which have a direct impact on the safety of aircraft runway operations; and b) the AGA/AOP/SG review implementation of this conclusion at its next Meeting by reviewing the list of shortcomings and deficiencies.	States AGA/AOP/SG	States to report any difficulties with implementation Meeting planned in August 2002	Ongoing	Comply
CONCLUSION 10/44 AERODROME CERTIFICATION IMPLEMENTATION That States, a) should urgently commence preparations for the implementation of the certification of aerodromes in order to be compliant with the new SARPs by 27 November 2003; and b) provide an implementation status report to the 2nd AGA/AOP/SG Meeting.	States	Agenda Item 6 States to report any difficulties with implementation Meeting planned in August 2002	Ongoing	Comply
CONCLUSION 10/45 AERODROME CERTIFICATION WORKSHOP That ICAO hold a workshop on aerodrome certification for the CAR/SAM Regions by June 2002.	ICAO	English Workshop held 13-16 May 2002 in Port-of-Spain, Trinidad. States are encouraged to attend.	Completed	Note

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/46 SHARING OF INFORMATION ON AERODROME CERTIFICATION That, a) States with aerodrome certification systems provide information on these, in electronic format, to the ICAO Regional Offices; and b) the ICAO Regional Offices distribute this information to all States and International Organisations in the CAR/SAM Regions.	States ICAO Regional Office	States are encouraged to submit. Material received and distributed at the ICAO NAM/CAR/SAM Aerodrome Certification Workshop.	Ongoing	Comply
CONCLUSION 10/47 RUNWAY INCURSION INCIDENTS That: a) States collect and compile runway incursion incident reports from aerodrome operators, air traffic services and aircraft operators; and b) the information referred to in a) above be presented at the AGA/AOP/SG/2 Meeting.	States	The ICAO NAM/CAR/SAM Conference on Runway Safety/Incursions planned for 22-25 October 2002 in Mexico. States to report any difficulties with implementation. Meeting planned in August 2002	Ongoing	Comply
CONCLUSION 10/48 REGIONAL BIRD HAZARD COMMITTEE That: a) States establish and maintain National Bird Hazard Committees; and b) a CAR/SAM Regional Bird Hazard Committee be established by June 2003.	States AGA/AOP/SG	States to report any difficulties with implementation	Ongoing	Comply

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/49 PRODUCTION OF AERONAUTICAL CHARTS BASED ON WGS -84 That, CAR/SAM States should take the necessary measures to produce aeronautical charts based on WGS-84 and report to the next GREPECAS meeting on the progress made in line with the information set out in Appendix U.	States	Different projects are being developed in CAR States in order to complete WGS -84 implementation.	Ongoing	Comply
CONCLUSION 10/50 REQUIREMENTS FOR THE PRODUCTION OF VFR AERONAUTICAL CHARTS That: a) when PAIGH specifications are used for the production of VFR aeronautical charts on a 1:1,000,000 and/or 1:500,000 scale, States include in their respective AIPs the relevant information and report their differences to ICAO for inclusion in the Supplement to Annex 4; and b) when, in addition, the cited VFR aeronautical charts (1:1,000,000/1:500,000) are published covering only their national territory and jurisdictional waters, steps should be taken as necessary to publish the coverage limits of the charts in both the AIP and the ICAO Manual of Aeronautical Charts (Doc 7101-MAP/565/28).	States	Stress the need for collaboration among States as well as with specialized cartographic agencies for the production and availability of the WAC by those States that accepted this responsibility.	Ongoing	Comply
CONCLUSION 10/51 STATUS OF NASC AND CAR/SAM COPM DOCUMENTS That, States continue to apply the guidelines contained in the “Coordinated Plan for the Implementation of the National Data Banks (NASC) in the CAR/SAM Regions” and “Common Operational Procedures Manual for an Integrated Automated AIS System (COPM) in the CAR/SAM Regions” recently updated documents, and in support for the on-going work on an Integrated Automated AIS System.	States	Report the application of the referred documents.	Ongoing	Comply

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 10/52 NOTAM CONTINGENCY PLAN That, the AIS/MAP Subgroup update the Y2K NOTAM Contingency Plan for incorporation into the National and Regional Air Navigation Contingency Plans being developed by the ATM/CNS Subgroup.	ICAO/States	As result of the Y2K experience, NOTAM service was considered an essential and important service that requires the implementation of a Contingency Plan in the context of the National and Regional Air Navigation Contingency Plans.	Ongoing	Note
CONCLUSION 10/53 IMPLEMENTATION OF NOTAM DATABASES That: a) CAR/SAM States that have not done so, take measures towards the implementation of the NOTAM databases that are part of the CAR/SAM AIS Integrated Automated System, and comply with this requirement no later than 30 March 2002; and b) ICAO encourage all activities (seminars, workshops, special implementation projects (SIPs) and technical missions) that support States in the effective implementation of the NOTAM data banks.	States	Report the status of the implementation and its difficulties.	Ongoing	Comply
CONCLUSION 10/54 AIS INTEGRATED DATABASE SUPPORT FOR CNS/ATM That States, Territories and International Organizations consider as a high priority the need to work actively and in coordination with other States/Territories and International Organizations and through the GREPECAS mechanism on the development of technical specifications and requirements for the implementation of AIS Integrated Databases as support for CNS/ATM including GNSS.	States	Indicate any difficulty for implementation.	Ongoing	Note

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/55 PUBLICATION OF GEOGRAPHIC COORDINATES BASED ON WGS -84 That, States/Territories/Organizations, when publishing common WGS-84 coordinates for common boundaries of adjacent FIRs: a) coordinate in an efficient manner the uniform and timely dissemination of such aeronautical data; b) publish "Notes of exoneration of responsibility" in the pertinent part of the AIP and/or aeronautical charts, whenever discrepancies arise among WGS -84 geographic coordinates of points on FIR boundaries that coincide with national boundaries of States, clarifying that such document is published only for operational aeronautical purposes and does not involve jurisdictional aspects; and c) establish the necessary procedures to create and manage databases of WGS-84 coordinates.	States	According with CNS/ATM implementation, the completion of the WGS -84 implementation is a priority task, on the basis that this system is the geographic reference for GNSS	Ongoing	Advise and Forward copy to NAM/CAR Office
CONCLUSION 10/56 PUBLICATION OF WGS-84 GEOID UNDULATION That CAR/SAM States: a) when publishing data on WGS -84 geoid undulation for airport thresholds take the necessary precautions so as not to use transformation procedures, unless they have precise values for their geoid; and b) establish specific agreements between the entities in charge of geodetic, geophysical and geodynamic information for joint work mechanisms that will permit the effective and real determination of the geoid model using existing data and that to be collected.	States	To establish agreements among the entities in charge of geodetic, geophysical and geodynamic for joint work mechanisms that will allow an accurate definition of the geoid model, using WGS-84 Latitude and Longitude coordinates. The correspondent Height determination shall be established with very high precision using a compatible model with WGS -84 according with ICAO Doc 9674 - WGS -84 Manual.	Ongoing	Comply

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 10/57 SPECIAL IMPLEMENTATION PROJECT (SIP) -WGS -84 That ICAO consider the approval and implementation of Special Implementation Project (SIP) to assist with the completion of WGS-84 implementation during the 2002-2004 triennium and along the lines of Appendix V to this part of the report.	ICAO	To urge Civil Aviation Administrations to exert greater efforts in order to complete the WGS-84 implementation through the approval and implementation of a Special Implementation Project (SIP).	Ongoing	Note
CONCLUSION 10/58 ATS QUALITY ASSURANCE PROGRAMME FOR CAR/SAM STATES That: a) in the absence of adequate financial resources to resolve the region-wide ATS Quality Assurance problem with aeronautical phraseology, the attention of the Air Navigation Commission be brought to the importance of this matter; b) the Air Navigation Commission be invited to agree that the proper utilization of Aeronautical Phraseology by Air Traffic Controllers in the discharge of their duties, can be enhanced through the implementation of a CAR/SAM ATS Quality Assurance Programme; and c) the support of the Air Navigation Commission be sought in dealing with this region-wide shortcoming through the establishment of a CAR/SAM Special Implementation Project (SIP) or by a request to the newly-approved International Financial Facility for Aviation Safety (IFFAS) for funds to address this issue.	ICAO			Note
DECISION 10/59 RESOURCES TO ADDRESS AERONAUTICAL PHRASEOLOGY DEFICIENCIES That the ICAO Regional Offices submit to ICAO Headquarters a request to resolve Aeronautical Phraseology problems in CAR/SAM States in the context of an ATS Quality Assurance Programme for the region through a region-wide SIP or with resources from the IFFAS.	ICAO Regional Offices			Note

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 10/60 SHORTCOMINGS AND DEFICIENCIES CLASSIFIED AS “A” AND “B” IN THE VARIOUS AIR NAVIGATION FIELDS IN THE CAR/SAM REGIONS That, a) GREPECAS refer to the ICAO NACC and SAM Regional Offices the list of shortcomings and deficiencies classified as “A” and “B” in the various air navigation fields in the CAR/SAM Regions for the corresponding follow-up and prompt solution; and b) the Secretariat present to each GREPECAS meeting a consolidated report of relevant action taken under paragraph a) of this Decision, for corresponding action by the Group.	ICAO Regional Offices			Note
DECISION 10/61 RESPONSIBILITIES OF GREPECAS AND CONTRIBUTORY BODIES CHAIRPERSON That the GREPECAS Secretary, through the Lima and Mexico City Regional Offices, circulate a State Letter detailing the responsibilities of the GREPECAS and its Contributory Bodies Chairperson and Vice-chairperson as follows: a) attendance, to the extent possible, at all Meetings of the GREPECAS and Contributory Bodies under their chairmanship; b) participation, with the Secretariat, in the development of Meeting Reports of the associated GREPECAS bodies; and c) presentation of the Meeting Report of the GREPECAS and Contributory Bodies under his/her chairmanship, to the appropriate Meeting for its consideration, for eventual presentation to GREPECAS.	ICAO Regional Offices			Note

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 10/62 DISTRIBUTION OF MEETING DOCUMENTATION That the GREPECAS Secretary, through the Lima and Mexico City Regional Offices, circulate a State Letter depicting the process for the distribution of GREPECAS and Contributory Bodies Meeting documentation as follows: a) pertinent documentation for all GREPECAS and Contributory Bodies Meetings will be distributed electronically to Members, Administrations and International Organisations and posted on the ICAO Lima Regional Office Web page for downloading; b) the appropriate Password for access to the documentation will be provided; and c) Meeting documentation will normally not be provided at the Meeting venue, except on request.	ICAO Regional Offices			Note

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CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 10/63 ADMINISTRATION AND COORDINATION GROUP (ACG) WORK PROGRAMME That the following Work Programme for the ACG be adopted: a) review and propose amendments to the GREPECAS Procedural Handbook as required. b) monitor the planning and progress of GREPECAS contributory-body work programmes and meeting schedules and offer any advice thereon, as appropriate. c) seek the prompt approval preferably by electronic means of draft GREPECAS Conclusions developed by GREPECAS contributory bodies on the basis of specific requests from such bodies or when the ACG deems that efficiencies could be derived. d) prepare reports of ACG activities to each GREPECAS meeting, as appropriate. e) review the GREPECAS working methods and propose specific actions to improve its performance; f) Prepare the draft Agenda for GREPECAS meetings and plan and coordinate Secretariat support work and documentation for such meetings.	ACG			Note

CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 10/64 MODIFICATION OF THE AIR SAFETY BOARD'S NAME, WORK PROGRAMME, AND TASK PRIORITY That: a) the Air Safety Board be re-named the Aviation Safety Board (ASB); b) “A” priority be assigned to both Tasks of the Work Programme, and c) the second Task of the Work Programme be modified to include the text “and acting as a resource” as follows: <i>“The Board will offer, through the ICAO Regional Offices, to assist an individual State/States/Executing Body in identifying resources and acting as a resource in order to resolve the shortcomings/deficiencies through the advocacy with relevant high-level officials and/or donor organizations.”</i>	ASB			Note
DECISION 10/65 INCORPORATION OF NEW TASKS INTO THE WORK PROGRAMME OF THE ATM/CNS SUBGROUP That the ATM/CNS Subgroup incorporate into its work programme the following tasks: 1) Develop CAR/SAM airspace safety management guidelines 2) Develop CAR/SAM TMA RNAV implementation guidelines 3) Study the possibility of developing a strategic plan for CAR/SAM airspace 4) Study the use of e-mail as an alternate means for air navigation services 5) Draft a VDL/CPDLC trial and demonstration programme 6) Study the feasibility of using the new Virtual Private Network (VPN) – Internet technology for flight data transmission	ATM/CNS/SG			Note

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CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 10/66 INCLUSION OF VDL/CPDLC TRIALS IN PROJECT RLA/98/003 That the Presidents of GREPECAS and the ATM/CNS Subgroup propose to the next coordination meeting of Project RLA/98/003 the inclusion of VDL/CPDLC trials and demonstrations.	GREPECAS ATM/CNS/SG			Note
DECISION 10/67 AVIATION SECURITY That, a) GREPECAS incorporate AVSEC matters within its work programme; b) the ACG determine the modus operandi for GREPECAS to undertake a) above, including the designation of the appropriate contributory body and the development of the necessary terms of reference, work programme and composition; and c) the ACG circulate the proposal developed in b) above to GREPECAS members for their consideration immediately following the forthcoming holding of the high-level ministerial meeting planned by ICAO.	GREPECAS ACG ACG			Note