



- Agenda Item 1:** **Follow-up on the actions taken concerning the valid Conclusions/Decisions of previous Meetings**
1.3 **Review of Conclusions of the GREPECAS/13 meeting concerning the C/CAR WG.**

CONCLUSIONS OF THE GREPECAS/13 MEETING RELEVANT TO THE C/CAR WG

(Presented by the Secretariat)

SUMMARY

This paper presents the conclusions of the GREPECAS/13 Meeting which are relevant to the Working Group.

References:

- Report of the Thirteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/13), Santiago, Chile, 14 to 18 November 2005.

1. Introduction

1.1 The relevant conclusions of the Thirteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/13) are included in the **Appendix** to this paper for consideration in the development of the C/CAR/WG activities.

REVIEW OF CONCLUSIONS/DECISIONS OF THE GREPECAS/13 MEETING RELEVANT TO C/CAR WG

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
GEN	CONCLUSION 13/2 OPERATIONAL SCENARIOS IN THE CAR/SAM REGIONS That States/Territories/International Organizations: a) consider the appropriate CAR and/or SAM scenarios as potential operational scenarios for the implementation of multinational facilities/services; b) in coordination with the respective ICAO Regional Offices, study the most appropriate mechanisms for the implementation of multinational facilities/services in said scenarios; c) as part of the studies to be carried out by the mechanisms mentioned in b) above, a study which includes cost-benefit analysis be made of the regional multinational organisations best suited to manage the multinational facilities/services; and that d) the Regional Offices report to the GREPECAS mechanism on the progress made in the implementation of this conclusion, so that it can be analysed by the Institutional Aspects Task Force.	States/ Territories/ International Organizations	Will be dealt with under agenda item 3.
MET	CONCLUSION 13/16 COST RECOVERY OF MET SERVICES IN THE CAR/SAM REGIONS That the States/Territories/International Organizations, in coordination with the aeronautical meteorological authorities: a) establish a method for recovering the costs of aeronautical meteorological services provided in their territory, through the application of charges for air navigation services; and b) include the cost related to the reception and provision of WAFS products, especially charges for the replacement or improvement of workstations and the WAFS software required for receiving these products in GRIB and BUFR codes, and maintenance of the ISCS1 (VSAT) workstation.	States/ Territories/ International Organizations	Will be dealt with under agenda item 3.
MET	CONCLUSION 13/17 SURVEY ON ISCS EFFICACY That ICAO a) consult with CAR/SAM States/Territories in order to develop a list of ISCS focal points; and b) in coordination with the WAFS provider State, develop and send to the focal points a survey on ISCS efficacy.	ICAO	Will be dealt with under agenda item 3.
MET	CONCLUSION 13/18 WAFS IMPLEMENTATION PLAN FOR THE CAR/SAM REGIONS That the WAFS implementation plan for the CAR/SAM Regions be updated as shown in Appendix F to this part of the Report.	ICAO	Will be dealt with under agenda item 3.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
MET	CONCLUSION 13/19 PROVISION OF RESULTS OF GFS MODEL RUNS BY THE WASHINGTON WAFC That the WAFSOPSG consider the possibility for the Washington WAFC to disseminate the analysis of the Global Forecast System (GFS) model run to user States concerned.	WAFSOPSG	Will be dealt with under agenda item 3.
MET	CONCLUSION 13/20 PERIODIC TESTS ON VOLCANIC ASH SIGMETS, VOLCANIC ASH ADVISORIES, AND VOLCANIC ASH ASHTAMS OR NOTAMS That ICAO invite the Washington and Buenos Aires VAACs and the CAR/SAM NOFs and MWOs to take active part in periodic tests of SIGMETs (WV), volcanic ash advisories, and volcanic ash ASHTAMs or NOTAMs to be carried out according to the procedures agreed by the AERMET Subgroup.	ICAO	Will be dealt with under agenda item 3.
MET	CONCLUSION 13/21 DESIGNATION OF VOLCANO OBSERVATORIES OF SELECTED CAR/SAM STATES/TERRITORIES That a new Table MET 3C be included in Part VI - MET of the CAR/SAM FASID, listing the volcano observatories of selected CAR/SAM States/Territories, as shown in Appendix H to this part of the Report.	ICAO	Will be dealt with under agenda item 3.
MET	CONCLUSION 13/22 OPERATIONAL REQUIREMENTS FOR VOLCANO OBSERVATORIES That the IAVWOPSG consider: a) the development, in coordination with the IUGG, of a standard format for messages related to volcanic eruptions that volcano observatories must send to ACCs, MWOs and VAACs; b) based on a) above, inviting the IUGG to consider the adoption of the standard format, and volcano observatories to agree on the adoption of the color code, pursuant to Annex 15, in support of the issuance of ASHTAMs and NOTAMs as messages to alert on the status of a volcano according to Annex 3.	IAVWOPSG	Will be dealt with under agenda item 3.
MET	CONCLUSION 13/24 DEVELOPMENT OF A SYSTEM FOR EARLY DETECTION OF VOLCANIC ACTIVITY USING REMOTE SENSORS That the IAVWOPSG member from the Buenos Aires VAAC include information on the development of a system for early detection of volcanic activity using remote sensors in the executive report to be presented to the IAVWOPSG/2 meeting.	IAVWOPSG member from the Buenos Aires VAAC	Will be dealt with under agenda item 3.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
MET	CONCLUSION 13/25 FORMATS FOR THE EXCHANGE OF OPMET INFORMATION That a) the Secretariat update the formats used by CAR/SAM States for the coordinated control of OPMET data, taking into account the amendments to FASID Table MET 2A and the OPMET requirements of all the States/Territories of the different ICAO Regions, in accordance with the aforementioned table; and b) based on the coordinated OPMET control to be carried out on 10-16 June 2006, the States use, in addition to the current formats, the format included in Appendix I to this part of the Report.	The Secretariat, States	Will be dealt with under agenda item 3.
MET	CONCLUSION 13/26 OPMET DATA EXCHANGE REQUIREMENT That the CAR/SAM FASID Table MET 2A be amended to include, in italics, the aerodromes not included in the FASID Table AOP1 of the States that have agreed to send OPMET information to ISCS and SADIS.	ICAO	Will be dealt with under agenda item 3.
MET	CONCLUSION 13/27 WORKING HOURS OF AERODROMES REQUIRING OPMET DATA EXCHANGE That a) the information on working hours of aerodromes requiring international exchange of OPMET data, as shown in Appendix J to this part of the Report, be updated; and b) based on a), aerodromes working hours be included in the formats used for OPMET exchange.	States/Territories /International Organizations	Will be dealt with under agenda item 3.
MET	CONCLUSION 13/30 TRAINING ON THE BUFR CODE That, in order to facilitate the migration from the traditional alphanumerical codes (TAC) to the BUFR code, the WMO, in collaboration with ICAO, organize a seminar on the BUFR code and its broadcast, in order to provide training on communication and processing requirements for its implementation in the CAR/SAM Regions.	The WMO, in collaboration with ICAO	Will be dealt with under agenda item 3.
MET	CONCLUSION 13/31 PROPOSAL FOR THE AMENDMENT OF THE CAR/SAM BASIC ANP/FASID, PART VI - MET That a) the text of Part VI – MET of the CAR/SAM Air Navigation Plan, Volume I, Basic, which appears in Appendix L to this part of the Report, replace the current text of the CAR/SAM ANP, Volume I, Basic (Doc 8733); and b) the CAR/SAM FASID Document on facilities and services be amended as shown in Appendix M to this part of the Report.	ICAO	Will be dealt with under agenda item 3.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	CONCLUSION 13/38 GUIDANCE MANUAL FOR THE IMPLEMENTATION OF AN AIS/MAP QUALITY SYSTEM IN THE CAR/SAM REGIONS That the States/Territories/International Organizations: a) adopt the “Guidance Manual for the Implementation of an AIS/MAP Quality System in AIS/MAP Services of the CAR/SAM Regions”, shown in Appendix U to this part of the Report; b) adopt the certification and validation procedures for aeronautical data and AIRAC publications contained in Appendices U to this part of the Report; and c) develop the required regulations to identify and designate the civil aviation authorities of each State empowered to certify and/or validate the aeronautical data to be published.	States/Territories /International Organizations	- Delegations will inform on the developments achieved on quality issues in their respective Administrations - The Guidance Manual is contained in Appendix U of GREPECAS/13 Meeting Report.
AIS	CONCLUSION 13/39 AIS/MAP QUALITY ASSURANCE SEMINAR That the AIS/MAP Quality Assurance Seminar scheduled within the activities of the ICAO NACC Regional Office as a CAR/SAM regional activity, aimed at disseminating and interpreting the Guidance Manual for the Implementation of an AIS/MAP Quality System for the CAR/SAM Regions, to assist the States/Territories to implement it, be held by November 2005.	States/Territories /International Organizations	The mentioned Seminar was held in Santo Domingo, Dominican Republic in October 2005.
AIS	CONCLUSION 13/40 SEMINARS ON THE NEW STANDARDS DERIVED FROM THE AMENDMENTS TO ANNEXES 4 AND 15 IN LINE WITH THE DEVELOPMENT OF CNS/ATM SYSTEMS IN THE CAR/SAM REGIONS That, ICAO NACC and SAM Regional offices, with the support of the States, organize training seminars on the comprehension and interpretation of the tables of quality requirements for aeronautical data and electronic ground and obstacles data, as well as on any other important topic dealing with the new ICAO standards aimed at the development of aeronautical information management (AIM) in the CNS/ATM environment.	States/ICAO	A seminar on this subject is being planned to be carried out on September 2006 as included in the ICAO NACC Activities Programme.
AIS	CONCLUSION 13/41 NEED TO FURTHER AIS/MAP AUTOMATED SYSTEMS That, considering the need for CAR/SAM States/Territories/International Organizations to develop automated systems for exchange of information/data and the resulting application of the aeronautical information management concept, GREPECAS consider: a) that automation of AIS services in the CAR/SAM Regions as an urgent matter necessary to make progress in line with developments related to the CNS/ATM elements that are already being implemented in these Regions; and b) urging ICAO to define the global data model for the exchange of aeronautical information as soon as possible.	GREPECAS/ ICAO	-The ANC/ICAO agrees in the urgency on moving forward in this subject and highlights that GREPECAS and States/Territories/International Organizations wait for the global data model is available on 2007, taking into account that the Secretariat/ICAO has advanced on this matter. -To take note on the AIS/MAP Global Congress planned to be held in June 2006, Spain where it is expected to deal some of this items.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	CONCLUSION 13/42 ACTION TO ENSURE THE AVAILABILITY OF NOTAM INFORMATION OF THE CAR/SAM REGIONS That, considering the difficulties faced by some CAR/SAM States/Territories to implement National NOTAM Data Banks (NASCs) in their AIS services (see Appendix W to this part of the Report), it would be advisable to take the necessary actions: a) to coordinate operational agreements aimed at ensuring at all times the storage and effective availability of NOTAM information in the CAR/SAM Regions; b) so that the agreements between States/Territories/International Organizations mentioned under paragraph a) be coordinated and adopted as shown in Appendix X to this part of the Report; and c) so that these may be established, formalized and implemented as soon as possible, as appropriate.	States/Territories /International Organizations	-The Delegations will inform on the measures taken on this matter in their respective Administrations. -To take note that the information to carry out these agreements is contained in Appendix X of the GREPECAS/13 Meeting Report.
AIS	CONCLUSION 13/43 AVAILABILITY OF THE MAPPING SYMBOLS GUIDANCE MANUAL IN THE WEB PAGE That ICAO NACC and SAM Regional Offices incorporate in their respective web pages the Cartographical Symbols Guidance Manual including the requirements of colours and hypsometric tints representing the surface and other data, as well as the model sheets of charts 1:1,000,000 and 1:500,000.	ICAO	It is expected that on March 2006 the mentioned symbols be incorporated in the respective web page.
AIS	CONCLUSION 13/44 AVAILABILITY OF ELECTRONIC TERRAIN AND OBSTACLE DATA IN THE CAR/SAM REGIONS That, taking into consideration that the SARPs contained in Chapter 10 of ICAO Annex 15 introduce the requirement regarding the availability of electronic terrain and obstacle data between 2008 and 2010, and that the compliance of that requirement is essential to support the electronic aeronautical charts display (Annex 4, Chapter 20), States/Territories/International Organizations of the CAR and SAM Regions should take, individually or collectively, the required actions to ensure: a) the availability, in digital format, of all terrain and obstacle data as well as all other aeronautical, geographical and geodesic information/data, of high quality and integrity, as required by ICAO Annex 15; b) the electronic aeronautical charts display, in direct support to GNSS and WGS-84 compliant, and c) the availability of databases aimed at ensuring the electronic availability of all aeronautical information/data required by civil aviation.	States/Territories /International Organizations	To take note that these subjects are also considered under the Technical Cooperation Regional Project for aeronautical charts.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	CONCLUSION 13/45 SPECIAL IMPLEMENTATION PROJECT (SIP) FOR TRAINING IN ELECTRONIC AERONAUTICAL DATA That, taking into consideration that the AIS/MAP personnel need to obtain greater knowledge on required techniques for the availability and supply of electronic aeronautical data, ICAO NACC and SAM Regional Offices, are urged to promote the development of a Special Implementation Projects (SIP), addressed to provide training in the following subjects: a) Geographic Information System (GIS); b) Terrain Digital Models System (TDM); c) Electronic Chart Display and Information Systems (ECDIS); d) platform and tools required for the supply of Electronic Terrain and Obstacles Data; e) electronic aeronautical charts display under a global reach, in direct support of GNSS; and, f) reliable procedures and methods to ensure the quality and integrity of the aeronautical, geographical and geodesic information/data for civil aviation use.	States/Territories /International Organizations	The NACC and SAM Offices have proceeded in accordance and it is expected that HQs approved this SIP Project, which has already the ANC/ICAO's support.
AIS	CONCLUSION 13/46 ICAO/PAIGH PROJECT FOR THE PRODUCTION OF AERONAUTICAL CHARTS That, taking into consideration the difficulties experienced in general in the CAR/SAM Regions regarding the production of Aeronautical Charts required in Annex 4, and the GEASA initiative to sponsor the preliminary studies, and the feasibility to obtain funds from IFFAS, GREPECAS: a) approve the development of a project for the production of aeronautical charts under PAIGH and ICAO technical cooperation schemes; b) establish PAIGH/ICAO Aeronautical Charts Working Group to carry out, specifically, the development of the ICAO/PAIGH draft Technical Co-operation project for the production and implementation of the 1:000,000 and 1:500,000 VFR aeronautical charts under the Terms of Reference and Work Programme presented in the Appendix A to Agenda Item 5 of the AIS/MAP/SG/9 Meeting Report; c) incorporate the aeronautical information management (AIM) concept into the terms of reference of the project, for its study at regional level; d) designate the Secretary of the AIS/MAP Subgroup to coordinate with PAIGH, with TCB and with any other body related with fostering the Project; and e) urge the Task Force to initiate actions as soon as possible and to develop the draft project.	States/Territories /International Organizations/ ICAO/IPGH/ TCB	- Coordination is being carried out with TCB and PAIGH, and a draft project is being prepared for the Working Group formed under GREPECAS mechanism, as a previous step to be presented to States' considerations. - The ANC and the President of the Council of ICAO have supported this project in order that TCB fosters and assumes its execution.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	CONCLUSION 13/47 GENERAL GUIDE FOR AIS/MAP PERSONNEL LICENCING That the States/Territories/Organizations, in order to ensure the level of quality and integrity required in the provision of services: a) consider licensing AIS/MAP specialists, using as a reference the requirements contained in the General Guide for AIS/MAP Personnel Licensing, as shown in Appendix AB to this part of the Report. b) urge ICAO to include AIS/MAP personnel licensing requirements in ICAO Annex 1, as agreed by the AIS/MAP Divisional Meeting held in 1998;	States/Territories /International Organizations	-Paragraph a): Delegations will inform on the measures taken on this matter in their respective Administrations. - Paragraph b): The ANC/ICAO requested the General Secretariat to consider the inclusion of AIS/MAP Personnel Licensing in Annex 1, as agreed in the AIS/MAP Divisional Meeting held in 1998.
AIS	CONCLUSION 13/48 INFORMATION ON THE STATUS OF IMPLEMENTATION OF FASID-AIS TABLE REQUIREMENTS That, taking into account the need to implement the AIS/MAP requirements contained in the FASID AIS Tables: a) CAR/SAM States/Territories/International Organizations, based on the eight (8) AIS Tables contained in Part VIII (AIS/MAP) of the CAR/SAM Plan, Vol. II, FASID (Facilities and Services), submit to ICAO NACC and SAM Offices, as appropriate, by 31 March 2006, all information related to the status of implementation of the AIS/MAP requirements contained in the aforementioned tables; and b) based on the information submitted pursuant to paragraph a) above, ICAO NACC and SAM Regional Offices foster the holding of coordination and implementation meetings, so that the States/Territories concerned may address the status of implementation of FASID Table requirements in an effective and coordinated manner.	States/Territories /International Organizations/ ICAO	- Delegations will inform on the measures taken or that will be taken on this matter in their respective Administrations. - The NACC/ICAO Office will follow up this issue.
AIS	CONCLUSION 13/49 IMPLEMENTATION AND INCORPORATION OF FASID TABLE AIS-4 IN THE AIR NAVIGATION PLAN That, pursuant to Conclusion 12/5 (Development of the FASID Table AIS-4) of the CAR/SAM/3 RAN Meeting (Buenos Aires, Argentina, October 1999), action be taken so that: a) the model of the FASID Table AIS-4, is submitted to the Air Navigation Commission as a proposal to include said table in the CAR/SAM Air Navigation Plan, Part VIII (AIS/MAP), Vol. II, FASID (Facilities and Services); and b) CAR/SAM States/Territories that have not provided information for the FASID Table AIS-4 for submission to GREPECAS/13, submit to the ICAO NACC and SAM Offices, as appropriate, no later than 30 June 2006, all relevant data required to complete the FASID Table AIS-4, and, to that end, use the model shown in Appendix AC to this part of the Report	States/Territories /International Organizations	- Delegations will inform on the measures taken or that will be taken on this matter in their respective Administrations. - The NACC/ICAO Office will follow up this issue.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	CONCLUSION 13/50 STUDY AND APPLICATION OF THE AERONAUTICAL INFORMATION MANAGEMENT (AIM) CONCEPT IN THE CAR/SAM REGIONS That a) the AIS/MAP Subgroup begin the necessary studies for the planning and development of the AIM system in the AIS/MAP services of the CAR/SAM Regions, and, to this end, include it as a primary task in its work programme, based on the Global Air Navigation Plan for CNS/ATM systems, and the recommendations of the Eleventh Air Navigation Conference; b) States/Territories/International Organizations and ICAO Regional Offices jointly schedule for 2006 activities to teach and analyze the scope of the Eleventh Air Navigation Conference concerning the role of aeronautical information services within the global ATM operational concept; and c) States/Territories/International Organizations take the necessary measures and the corresponding action for applying the AIM concept in the respective AIS/MAP services in the CAR/SAM Regions.	GREPECAS AIS/MAP Subgroup/ States/Territories /International Organizations/ ICAO	HQs have informed that the second amendment to the Global Air Navigation Plan is already prepared and includes the concepts of the Eleventh Air Navigation Conference, which reviewed version will be distributed to States in March 2006.
AIS	CONCLUSION 13/51 APPLICATION OF THE HUMAN FACTORS PRINCIPLES TO AERONAUTICAL INFORMATION MANAGEMENT That, considering the evolution of aeronautical information management, its level of automation, its effect on operational procedures, and its direct relevance to flight operations safety, the AIS/MAP Subgroup: a) take the necessary steps to develop human factors principles for aeronautical information management and for their application in the respective AIS/MAP services; b) develop a manual containing guidelines on human factors for aeronautical information management, and an implementation plan, based on the relevant ICAO documentation. The aforementioned manual and plan will be presented to the GREPECAS/14 Meeting; and c) schedule, in coordination with ICAO Regional Offices and the States/Territories and International Organizations, activities aimed at teaching and analysing the repercussion of human factors on the new air navigation systems.	GREPECAS AIS/MAP Subgroup/ States/Territories /International Organizations/ ICAO	The AIS/MAP Subgroup Secretary will produce a scheme for the development of these principles in the aeronautical information services, which will be submitted to the consideration of the Subgroup

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	CONCLUSION 13/52 GUIDANCE MATERIAL FOR NOTAM CONTINGENCY PLANS Urge States/Territories/Organizations to: a) take action to comply with Conclusion 12/99 of GREPECAS/12, in order to further the establishment and implementation of NOTAM contingency plans to support ATM Contingency Plans, and b) consider adopting the NOTAM contingency plan of the Havana FIR, shown in Appendix AE to this part of the Report, and the experience of Cuba and COCESNA as guidance material for the establishment of operational agreements in this area.	States/Territories /International Organizations	Administrations are encouraged to implement these plans adopting the guidance material contained in Appendix AE of the GREPECAS/13 Final Report. -Delegations will inform on this matter the measures taken en their respective Administrations.
ATM/CNS	CONCLUSION 13/53 INFORMATION REQUEST ON AIRCRAFT CAPABILITY TO OPERATE SSR IN MODE S, ADS AND ADS-B That ICAO, a) request information from IATA on their airlines members capability to operate with Mode S transponders with elementary and enhanced capacity, as well as with ADS and ADS-B; and b) collect information from the States/Territories/International Organizations on the existing and planned ATC automation systems capabilities to support ADS-B systems.	ICAO	The questionnaire has been sent.
ATM/CNS	DECISION 13/54 TARGET DATES, UPDATED STRATEGY AND PLAN FOR ADS AND ADS-B IMPLEMENTATION That, based on the target dates and proposal for a strategy for the implementation of ADS and ADS-B systems developed by the Fourth Meeting of the CNS Committee, and on studies initiated by the ATM Committee, the ATM and CNS Committees: a) review and compile the results obtained from both Committees, aimed at preparing a consolidated proposal for target dates and updated regional strategy for ADS and ADS-B systems regional implementation; b) also propose actions to develop an initial ADS and ADS-B implementation plan; and c) present the results of the work referred to in a) and b) above to the Fifth Meeting of the ATM/CNS Subgroup.	ATM and CNS Committees	Will be dealt with under agenda item 3.
ATM	CONCLUSION 13/56 RNAV/RNP ACTION PLAN MODEL FOR EN-ROUTE AND TERMINAL AREA OPERATIONS That States/Territories and International Organizations and the RNAV/RNP Implementation Groups use the RNAV/RNP action plan model for RNAV/RNP – En-Route Operations and Terminal Area implementation, presented in Appendices AF to this part of the Report.	States/ Territories/ International Organizations	Will be dealt with under agenda item 3.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
ATM	CONCLUSION 13/57 RNAV/RNP QUESTIONNAIRE That, considering RNAV/RNP implementation in the CAR/SAM Regions, ICAO collect from States/Territories and International Organizations, among others, information requested by other implementation programmes, which are presented in Appendix AG to this part of the Report, by 31 January 2006 .	ICAO	The questionnaire has been sent.
ATM	CONCLUSION 13/58 MONITORING OF RVSM OPERATIONS That CAR/SAM States and International Organizations continuously monitor RVSM operations, mainly those who opted for a non-exclusionary RVSM airspace.	States/ Territories/ International Organizations	Will be dealt with under agenda item 3.
ATM	CONCLUSION 13/59 ESTABLISHMENT OF STATE DATA BANKS (SDB) That civil aviation authorities of the CAR/SAM Regions establish their own domestic RVSM database (SDB) in order to facilitate the identification of the RVSM approval status of aircraft registered in the State, and wherever possible, make the information available through the Internet.	States/ Territories/ International Organizations	Will be dealt with under agenda item 3.
ATM	CONCLUSION 13/60 MINIMUM MONITORING REQUIREMENTS That, the States/Territories/International Organizations update their minimum monitoring requirements in accordance with the table depicted in Appendix AH to this part of the Report.	States/ Territories/ International Organizations	Will be dealt with under agenda item 3. The meeting expects information on this matter.
ATM	CONCLUSION 13/61 MEASURES TO REDUCE OPERATIONAL ERRORS IN THE ATC COORDINATION LOOP BETWEEN ADJACENT ACCs That, taking into account the impact that operational errors in the ATC coordination loop between adjacent ACCs have on safety, the CAR/SAM States/Territories/International Organizations agree: a) to adopt, as a matter of urgency, the appropriate measures described in Appendix AI to this part of the Report, in order to reduce LHDs caused by errors in ATC-unit-to-ATC-unit traffic coordination messages by at least 50% by December 2005 , with a view to reaching the optimum operational efficiency; b) to continue with the efforts and programmes in order to reach 100% operational efficiency of their ATC coordination; and c) that ICAO coordinate, assist in, a follow-up the implementation of such remedial action and report the results of the effort to reduce this error to the 6 th Meeting of the ATM Committee.	States/ Territories/ International Organizations	Will be dealt with under agenda item 3.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
ATM	CONCLUSION 13/62 ADOPTION AND UTILIZATION OF THE FORM FOR REPORTING LARGE HEIGHT DEVIATIONS (LHD) That: a) CAR/SAM States/Territories/International Organizations adopt the form for reporting large height deviations (LHD) presented in Appendix AJ to this part of the Report; and take the necessary measures to include it in the corresponding AIP. b) States/Territories/International Organizations send the reports to CARSAMMA by the 10th of each month, even if no LHD reports occur; and c) the ICAO Secretariat take the appropriate measures to include the form in the Latin American Aeronautical Regulations (LAR).	States/ Territories/ International Organizations ICAO	The form is available at the CARSAMMA web page.
ATM	DECISION 13/64 CENTRALIZED ATFM OBJECTIVES, PRINCIPLES AND FUNCTIONS AND REQUIREMENTS FOR ITS IMPLEMENTATION That: a) Centralized ATFM objectives, principles and functions presented in Appendix AL to this part of the Report be adopted, and b) That during the implementation process, requirements presented in Appendix AM to this part of the Report be considered.	States/ Territories/ International Organizations	Will be dealt with under agenda item 3.
ATM	DECISION 13/65 MODEL ACTION PLAN FOR ATFM IMPLEMENTATION IN THE CAR/SAM REGIONS That the ATFM Implementation Groups consider the model action plan shown in Appendix AN to this part of the Report.	ATFM Implementa-tion Groups	Will be dealt with under agenda item 3.
ATM	CONCLUSION 13/67 ATFM EVENTS That: a) ICAO, with the support of CAR/SAM States/Territories and International Organizations, organize different events, with the aim of examining all aspects related with ATFM planning and implementation; and b) States/Territories and International Organizations be encouraged to participate in such activities.	ICAO States/ Territories/ International Organizations	Will be dealt with under agenda item 3.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
ATM	CONCLUSION 13/68 ATM CONTINGENCY PLANS FOR THE CAR/SAM REGIONS That CAR/SAM States/Territories/International Organizations that have not yet done so: a) develop their ATM contingency plans for their airspace under their jurisdiction; b) establish bilateral or multi-lateral agreements with States/Territories/International Organizations responsible for the adjacent airspace, in coordination with the ICAO Regional Offices, in order to develop an ATM Contingency Plan, using the guidelines presented in Appendix AO to this part of the Report; and c) send to the corresponding ICAO Regional Office a copy of their ATM Contingency Plan by 30 June 2006.	States/ Territories/ International Organizations	Will be dealt with under agenda item 3.
ATM	DECISION 13/69 EFFICIENCY IN THE USE OF FUEL That the GREPECAS ATM/CNS Subgroup, in the development of its activities, continue taking into account the aspects related with efficiency in the use of fuel.	GREPECAS ATM/CNS Subgroup	Will be dealt with under agenda item 3.
CNS	CONCLUSION 13/70 ESTABLISHMENT OF AGREEMENTS TO ACHIEVE THE MEVA II – REDDIG INTERCONNECTION/INTEROPERATION That, the MEVA II and REDDIG Networks Team Management Groups carry out a coordination meeting before 31 March 2006, coordinated through the NACC and SAM Regional Offices, aimed at studying and proposing the establishment of technical and institutional agreements for MEVA II and REDDIG interconnection/interoperation taking into consideration the feasibility analysis of the following alternatives: a) establishment of a Memorandum of Understanding (MOU) to achieve homogeneous interoperation between the indicated digital networks, taking into consideration the objectives and principles specified in Appendix AR to this part of the Report; b) analyze the convenience of establishing the following additional interconnection/interoperations: • A REDDIG node in Tegucigalpa (COCESNA), Honduras. • A dedicated ground digital circuit between a MEVA II node (Honduras or San Juan, Puerto Rico) and a REDDIG node (Bogotá or Maiquetía). • A MEVA II node in Maiquetía (Venezuela). c) Other possible solutions.	MEVA/REDIGG Members	The C/AR Working Group should follow-up this conclusion.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
CNS	CONCLUSION 13/71 UPDATE AND IMPLEMENTATION OF THE VHF, HF AND SATELLITE VOICE COMMUNICATION OF THE AMS AND AMSS PLAN That States/Territories/International Organizations: a) executing action plans to improve or mitigate the VHF and HF/AMS coverage in their respective airspace, promote their execution by defining an implementation target date, as soon as possible; b) examine and recommend actions to complete the implementation of the required satellite voice communication and if appropriate, propose updating the regional Plan (FASID Table CNS 2A); and c) keep the ICAO NACC or SAM offices informed, as appropriate, on the progress of the actions described in items a) and b) of this Conclusion, so that these actions finalize by 30 May 2006.	States/ Territories/ International Organizations	The C/CAR Working Group should follow-up this conclusion. This item is dealt with under agenda item 3.3 of this meeting.
CNS	CONCLUSION 13/72 REGIONAL STRATEGY FOR UPDATING EVOLUTIONARY IMPLEMENTATION OF THE AIR-GROUND DATA LINKS PLAN That, for the evolutionary implementation of air-ground data links, States/Territories/International Organizations: a) carry out activities aimed at the deployment of air-ground data links based on the Regional strategy for updating and implementing the air-ground data links, made up of the Activities Plan and the Programme for the implementation presented in Appendices AW and AX respectively to this part of the Report; b) review and suggest updates to the corresponding parts of the air-ground data link implementation Plan of the CAR/SAM Regions contained in the FASID Table CNS2A based on the Regional strategy mentioned in the above paragraph a); and c) inform the ICAO NACC or SAM Office, before 30 May 2006, the results of the of the actions described in items b) of this Conclusion.	States/ Territories/ International Organizations	The C/CAR Working Group should follow-up this conclusion. This item is dealt with under agenda item 3.3 of this meeting in WP/08.
CNS	CONCLUSION 13/75 REQUEST FOR INFORMATION ON PLANS TO IMPLEMENT ATN GROUND-GROUND APPLICATIONS That, a) based on the Table contained in the Appendix AZ to this part of the Report, the States, Territories and International Organizations, that have not yet done so, provide detailed information on the requirements and plans to implement the ATN ground-ground applications, such as AMHS and AIDC; and b) the replies to the action in item a) above be submitted to the ICAO NACC or SAM offices, as appropriate, so that they be received before 28 April 2006.	States/ Territories/ International Organizations	The C/CAR Working Group should follow-up this conclusion. This item is dealt with under agenda item 3.3 of this meeting in WP/08.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
CNS	CONCLUSION 13/79 DEVELOPMENT OF NATIONAL PLANS TO PRIORITIZE THE AMHS AND AIDC IMPLEMENTATION AND CONTRIBUTE TO ATM AUTOMATION That the States/Territories/International Organizations develop their respective national plans for the prioritization of the AMHS and AIDC implementation, based on the ATN routers table, the ATN ground-ground applications plan, and the regional AMHS addressing plan, and relevant ATN – AMHS regional documentation, also contributing to the progress towards the development of ATM automation supporting air traffic services.	States/ Territories/ International Organizations	The C/CAR Working Group should follow-up this conclusion. This item is dealt with under agenda item 3.3 of this meeting in WP/08.
CNS	CONCLUSION 13/81 ICAO GUIDELINES FOR THE USE OF THE PUBLIC INTERNET IN SUPPORT OF AERONAUTICAL APPLICATIONS That, States/Territories/International Organizations of the CAR/SAM Regions that consider the use of the public Internet in support of aeronautical applications, take into account and apply the “<i>Guidelines for the Use of the Public Internet for Aeronautical Applications</i>” contained in ICAO Manual Ref.: Doc 9855.	States/ Territories/ International Organizations	The C/CAR Working Group should follow-up this conclusion. This item is dealt with under agenda item 3.3 of this meeting in WP/08.
CNS	CONCLUSION 13/84 STUDIES FOR A CAR/SAM REGIONAL SBAS SOLUTION That, since it is technically and operationally impracticable to extend the existing SBAS systems (WAAS and EGNOS) to the CAR/SAM Regions, according to the studies carried out, States, Territories and International Organizations: a) are urged to continue introducing the GNSS in an evolutionary and coordinated manner, according to the ICAO global plan; conducting the studies for a regional SBAS solution consistent with the requirements and characteristics of the CAR/SAM Regions; and applying other augmentations, also taking into account that added benefits should help to justify the cost of reaching the ultimate goal of migrating to the GNSS once ground-based aids are dismantled; b) are urged to withdraw from the work programmes of projects RLA/00/009 and RLA/03/902 - Phase II, those tasks related to studying the feasibility of extending the current EGNOS and WAAS to the CAR/SAM Regions; c) that participate in regional projects RLA/00/009 and RLA/03/902 under the coordination of the GNSS Task Force, are urged to coordinate their efforts and actions in pro of the study of a SBAS solution; and d) interested in participating in the activities of Project RLA/03/902, are urged to consider the revised quotas for joining this project.* <i>*Note: The revised quotas for States/Organizations to join Phase II of Project RLA/03/902, are based on the following criteria:</i> a) Members of Project RLA/00/009: US\$25,000 b) other States/Organizations: US\$35,000	States/ Territories/ International Organizations	The C/CAR Working Group should follow-up this conclusion. This item is dealt with under agenda item 3.3 of this meeting in WP/09.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
CNS	CONCLUSION 13/85 FOSTER THE USE OF GNSS IN DIVERSE SECTORS OF THE STATES That States/Territories/International Organizations foster the use of GNSS in diverse sectors of their respective States and disseminate the results of the studies on the solution of SBAS.	States/ Territories/ International Organizations	The C/CAR Working Group should follow-up this conclusion. This is dealt with under WP/09.
CNS	CONCLUSION 13/87 ADS-B TRIALS PROGRAMME IN THE CAR/SAM REGIONS That, States/Territories/International Organizations in collaboration with the airspace users, establish and execute an ADS-B trials programme using the available technology and services, aimed at improving the ADS-B knowledge and evaluating the benefits for the Air Traffic Management in the CAR/SAM Regions.	States/ Territories/ International Organizations	The C/CAR Working Group should follow-up this conclusion. This item is dealt with under agenda item 3 of this meeting in WP/10.
CNS	CONCLUSION 13/88 PROPOSAL FOR AMENDMENT TO THE REGIONAL SAC ASTERIX CODE ASSIGNMENT PLAN That ICAO proceed to amend the SAC ASTERIX code assignment plan in order that the French Territories, Guadeloupe, Martinique and French Guiana use the 08 hexadecimal code which is the SAC code assigned for France, as presented in Appendix BJ to this part of the Report.	States/ Territories/ International Organizations	The C/CAR Working Group should take note of this conclusion.
CNS	CONCLUSION 13/89 SUPPORT OF STATES IN THE CAR/SAM REGIONS TO THE ICAO POSITION FOR THE ITU WRC-2007 That the Civil Aviation Administrations of the States of the CAR/SAM Regions, that not yet have done it, adopt the following measures to support the ICAO position for the ITU WRC-2007, in order to protect the aeronautical radiofrequency spectrum for radio-communications and radionavigation systems required for current and future safety-of-flight applications: a) designate a focal point or a contact person with the respective national authority of radio-frequency spectrum management, in order to incorporate ICAO position which is presented as the Attachment to States Letter Ref.: E 3/5-05/85, dated 12 August 2005, when developing the State's position for the WRC-07, as well as with ICAO for the coordination of matters related with the mentioned conference; b) participate in an active manner in the preparatory work for the WRC-07 in the CITEL meetings of the Organization of American States (OAS); c) participate in an active manner, whenever possible, in meetings and other activities convened by ICAO regarding the WRC-07; and d) ensure that, to the extent possible, representatives from civil aviation administrations are included in the national delegations to the conference to support ICAO position during the WRC-07.	States/ Territories/ International Organizations	The C/CAR Working Group should follow-up this conclusion. This is dealt with under agenda item 3, WP/08.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
GEN	CONCLUSION 13/90 REGIONAL ACTION FOR RESOLVING THE DEFICIENCIES RELATED TO AERODROME MAINTENANCE That ICAO approve a Special Implementation Project (SIP) for the CAR/SAM Regions, in order to provide regional measures for resolving the deficiencies related to aerodrome maintenance in preparation for the systemic USAOP audits.	ICAO	Will be dealt with under agenda item 2.
GEN	DECISION 13/91 FOCAL POINTS FOR GANDD COORDINATION That the CAR/SAM Regional Offices designate their respective focal points for coordinating the GANDD with the States/Territories/International Organizations, as follows: SAM Office, Mr. Arturo Martínez, am@lima.icao.int and NACC Office, Mr. Gabriel Meneses, gmeneses@mexico.icao.int .	ICAO	ICAO NACC Office has not yet received all the focal points of the States/Territories/International Organizations. Will be dealt with under agenda item 2.
GEN	CONCLUSION 13/92 ACTION FOR RESOLVING URGENT AIR NAVIGATION DEFICIENCIES That, with a view to resolving air navigation deficiencies, especially those that might have a negative impact on safety, States/Territories/International Organizations that have not yet done so: a) develop and implement an Action Plan for each deficiency, based on the format presented in the Appendix E to this part of the Report, specifying corrective measures, the completion date, and assigning the necessary resources; b) submit the action plan to the ICAO Regional Offices, no later than 30 June 2006 , indicating any difficulties encountered; c) consider as a maximum two years (31 December 2007) for the elimination of “urgent” deficiencies, at which point the “last resort action” will be considered (GREPECAS Decision 12/124); and d) make utmost use of the GANDD.	States/ Territories/ International Organizations	Will be dealt with under agenda item 2.
ATM	CONCLUSION 13/93 FOLLOW UP OF ATM DEFICIENCIES That ICAO, together with IATA, IFALPA and IFATCA, prepare a survey to follow-up and verify the status of the deficiencies related to aeronautical phraseology and the use of the English language in the CAR/SAM Regions.	ICAO, IFALPA and IFATCA	On-going.
GEN	DECISION 13/94 AIR NAVIGATION DEFICIENCIES PRESENTED BY IATA That: a) IATA make a thorough review of the list of deficiencies presented to the Meeting and send it to the corresponding Regional Offices within a period not to exceed three weeks ; b) upon receiving said deficiencies, ICAO send them to the corresponding States for their validation within a period of two months ; and c) the Regional Offices enter those deficiencies, as validated by the States, in the GREPECAS Air Navigation Deficiencies Database.	IATA ICAO	Will be dealt with under agenda item 2.