



International Civil Aviation Organization
North American, Central American and Caribbean Office (NACC)
**Thirty-Third Eastern Caribbean Working Group Meeting
(E/CAR/WG/33)**
Christ Church, Barbados, 4 to 8 June 2012

E/CAR/WG/33 — IP/03
29/05/12

Agenda Item 2: Review and follow-up to Conclusions/Decisions of previous E/CAR/WG/32 and E/CAR/DCA/23, GREPECAS/16 and PPRC/1, NACC/WG/3 and NACC/DCA/4 Meetings

CONCLUSIONS/DECISIONS FROM THE GREPECAS/16, ECAR/DCA/23, PIARCO POLICY GROUP AND NACC/DCA/4 MEETINGS

(Presented by the Secretariat)

SUMMARY	
This information paper presents for reference of the Meeting the Conclusions/Decisions from GREPECAS/16, ECAR/DCA/23, Piarco Policy Group and NACC/DCA/4 Meetings.	
References:	
• Report of the Sixteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/16), Punta Cana, Dominican Republic, April 2011. • Twenty third meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCA/23, Christ Church, Barbados 9 to 12 November 2010. • 4th. Meeting of the Piarco Policy Group Meeting, Port of Spain, Trinidad and Tobago, 20 January 2011 • Report of the Fourth Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/4), San Pedro Sula, Honduras, June 2011	
Strategic Objectives	<i>This working paper is related to Strategic Objectives A and C.</i>

1. Introduction

1.1 The Conclusions/Decisions from GREPECAS/16, ECAR/DCA/23, Piarco Policy Group and NACC/DCA/4 Meetings, are attached to this information paper (for reference of the Meeting) as follows:

Appendix A	Conclusions/Decisions from the ECAR/DCA/23 Meeting
Appendix B	Conclusions/Decisions from the Piarco Policy Group Meeting
Appendix C	Conclusions/Decisions from the GREPECAS/16 Meeting
Appendix D	Conclusions/Decisions from the NACC/DCA/4 Meetings

APPENDIX A

CONCLUSIONS/DECISIONS FROM THE E/CAR/DCA/23 MEETING

CONCLUSION E/CAR/DCA/23/1

**IMPROVEMENTS TO SAFETY OVERSIGHT
SYSTEMS**

It is urged that:

- a) E/CAR States, if so required, consider seeking assistance from ICAO, RASG-PA, CASSOS and/or any other State on a bilateral basis to improve their safety oversight systems, including the resolution of audit findings, implementation of corrective action plans, the provision of training for staff, and the development of procedures and guidance documentation; and
- b) the ICAO NACC Regional Office, once the USOAP Comprehensive System Approach (CSA) audit cycle has been completed, conduct a regional analysis of the results of audits conducted in the CAR States and present a report to States at the NACC/DCA/4 Meeting planned for June 2011 in Honduras, with recommendations for improved implementation of the eight critical elements of a safety oversight system.

CONCLUSION E/CAR/DCA/23/2

**IMPLEMENTATION OF AVIATION SECURITY
POST-AUDIT CORRECTIVE ACTION PLANS**

That E/CAR States:

- a) ensure complete and effective implementation of their corrective action plan in accordance with the recommendations of the USAP first cycle audit report before receiving the USAP second cycle audit, notifying ICAO of progress with their action plans; and
- b) notify ICAO should any differences identified during the USAP audit remain unaddressed.

CONCLUSION E/CAR/DCA/23/3

PIARCO FIR POLICY ISSUES

That:

- a) definitive and immediate arrangements will be put in place by Trinidad and Tobago for the effective communication between E/CAR Directors of Civil Aviation;
- b) Trinidad and Tobago will organize a meeting of the Piarco FIR Policy Group by **15 January 2011**;
- c) Trinidad and Tobago will review the participation of the E/CAR States in the Board of Directors of CANAS and advise the States of the outcome by **31 March 2011**; and
- d) ICAO will provide assistance with reference information, advice, follow-up and act as Secretariat for the Piarco FIR Policy Group Meeting.

CONCLUSION E/CAR/DCA/23/4

AIS IMPROVEMENTS IN OECS STATES

That ECCAA, in order to improve AIS oversight activities and operation of AIS in the OECS States:

- a) coordinate the signing of AIS Letters of Agreement (LOA) between OECS States and Trinidad and Tobago PIARCO AIS by **30 November 2010**; and
- b) enhance and strengthen AIS oversight and coordination by recruiting an additional appropriate officer and assignment of share responsibilities and duties by **30 June 2011**.

DECISION E/CAR/DCA/23/5

CENTRALIZED FLIGHT PLANNING SYSTEM IN THE E/CAR

That in order to analyze the proposed Centralized Flight Planning System as a solution to missing and duplication of flight plan data:

- a) the E/CAR AIS Committee analyze its feasibility in detail, prepare a report, and a proposed implementation action plan, if applicable, to be sent to the E/CAR/WG Chairman by **28 February 2011**; and
- b) if a proposal is submitted by the E/CAR AIS Committee Rapporteur to the E/CAR/WG Chairman, this will be circulated for review and comments by the E/CAR/WG members and ICAO, finalized by the E/CAR/WG Chairman with the support of the E/CAR AIS Committee Rapporteur and ICAO, and then be submitted through ICAO to the E/CAR DCAs by **31 May 2011**.

CONCLUSION E/CAR/DCA/23/6**IMPLEMENTATION OF SOLUTIONS FOR MISSING/DUPLICATION OF FLIGHT PLAN DATA IN THE E/CAR**

That E/CAR States/Territories to resolve or mitigate missing/duplication of Flight Plan Data in the E/CAR Sub-Region:

- a) implement the recommended solutions and actions suggested by the E/CAR/WG AIS Committee as presented in the **Appendix B** to this part of the report by **31 December 2010**; and
- b) conduct a review of the improvements obtained and inform the results to the E/CAR AIS Committee Rapporteur and ICAO by **28 February 2011**.

CONCLUSION E/CAR/DCA/23/7**MPLS IMPLEMENTATION MILESTONES**

That in order to ensure appropriate coordination, follow-up, and timely conclusion of the MPLS Network implementation activities for the E/CAR Network members, Trinidad and Tobago:

- 1) accomplish the following milestones:
 - a) completion of in-house testing of MPLS equipment by **14 November 2010**;
 - b) shipping and delivery of equipment by **16 November 2010**;
 - c) confirm completion of implementation of local installation requirements (site survey results) in States with E/CAR AFS Network Members by **20 November 2010**;
 - d) customs clearance in States/Territories by **24 December 2010**;
 - e) deployment of equipment by **14 January 2011**;
 - f) VOIP configuration, testing and set-up by **17 March 2011**; and
 - g) Operational readiness by **17 March 2011**.
- 2) Immediately inform the E/CAR/NTG Rapporteur, E/CAR/WG Chairman, E/CAR DCAs and ICAO NACC Regional Office of any delays in meeting these milestone dates.

CONCLUSION E/CAR/DCA/23/8

E/CAR AFS NETWORK FAILURE REPORTING IMPROVEMENTS

That Trinidad and Tobago implement the following procedures to improve the current failure reporting method for the E/CAR AFS Network:

- a) send an immediate acknowledgement of receipt of the failure report to the failure report originator with its corresponding tracking number;
- b) send an immediate report to the failure report originator when the failure is resolved, including the corresponding tracking number; and
- c) notify all the E/CAR AFS Network members and the ICAO NACC Regional Office of the implementation of these improvements and the revised failure reporting procedure by **3 December 2010**.

CONCLUSION E/CAR/DCA/23/9

SAR CAPABILITY AND RESOURCES IN E/CAR STATES

That E/CAR States/Territories:

- a) in collaboration with the related national agencies, complete the SAR Matrix in **Appendix C** to this part of the report and submit this to the E/CAR SAR Committee Rapporteur (tdowrich@caa.gov.tt) by **28 February 2011**, for analysis and preparation of a regional SAR status report;
- b) seek to coordinate with national stakeholders and agencies regarding SAR issues to update National SAR Plans when required; and
- c) provide updates on national SAR developments to the E/CAR SAR Committee Rapporteur.

CONCLUSION E/CAR/DCA/23/10

SUBMISSION OF NEW ICAO FLIGHT PLAN FORMAT INFORMATION

Following up the regional activities for the implementation of the new ICAO Flight Plan format, E/CAR States agree that:

- a) regarding the evaluation on system and procedure impacts, Trinidad and Tobago and ECCAA will submit their information by **30 November** and **15 December 2010**, respectively; and
- b) E/CAR States/Territories will submit their national action plans to the ICAO NACC Regional Office, in line with the NAM/CAR RPBANIP, by **31 December 2010**, indicating the designated Senior Project Manager accountable for achievement of their national action plan.

CONCLUSION E/CAR/DCA/23/11**PBN IMPLEMENTATION IN THE E/CAR REGION**

In order to accomplish the benefits of PBN implementation in the E/CAR Region and ensure the cooperation and participation of E/CAR States/Territories:

- a) E/CAR States/Territories establish or update their National PBN Implementation Plans and forward them to Trinidad and Tobago and the ICAO NACC Regional Office by **31 December 2010**; and
- b) Trinidad and Tobago establish a Regional E/CAR PBN Implementation Plan taking into consideration the national PBN implementation plans provided by the E/CAR States/Territories and submit the plan to the E/CAR/WG Chairman, E/CAR/DCAs and ICAO by **28 February 2011**.

CONCLUSION E/CAR/DCA/23/12**ICAO REGIONAL TECHNICAL COOPERATION PROJECT FOR THE CARIBBEAN REGION – IMPLEMENTATION OF THE PERFORMANCE BASED AIR NAVIGATION SYSTEMS (RLA/09/801)**

That:

- a) E/CAR States/Territories, ECCAA and CASSOS support and participate in the performance-based regional technical co-operation project leading to a seamless and cost effective global ATM system;
- b) OECS States, United Kingdom Territories, Sint Maarten, ECCAA and CASSOS notify ICAO, as soon as possible, of their intent to participate in the project and initiate the process to sign the Project Document and deposit the financial contribution; and
- c) ICAO, E/CAR States/Territories and International Organizations are urged to seek financial and other assistance from all sources, including the new ICAO SAFE Fund, to minimize future State financial contributions and facilitate their participation in the project.

CONCLUSION E/CAR/DCA/23/13

**PARTICIPATION IN THE COMPLETION OF
SACCSA PROJECT STUDIES AND TEST-BED
IMPLEMENTATION**

In view of the first results obtained by the SACCSA Project – Phase III-A, and in order to support the completion of this Project, the E/CAR States/Territories and ECCAA are urged to:

- a) facilitate and/or coordinate with their corresponding national authorities, access and provision of data to the SACCSA Project from networks with 1-second GPS receivers with FTP or NTRIP access and RINEX files; and
- b) consider participation in the SACCSA SBAS test-bed implementation by notifying ICAO by **31 December 2010**.

CONCLUSION E/CAR/DCA/23/14

**ICAO REGIONAL TECHNICAL COOPERATION
SACCSA PROJECT - PHASE III (RLA/03/902)**

That Trinidad and Tobago, as custodian of the PIARCO FIR, coordinate with the E/CAR States and submit a proposal for the E/CAR Region to participate in the RLA/03/902 SACCSA Project to the ICAO NACC Regional Office by **30 November 2010**.

CONCLUSION E/CAR/DCA/23/15

**REGIONAL AVIATION SAFETY GROUP – PAN
AMERICA (RASG-PA)**

That E/CAR States and Territories:

- a) will support RASG-PA by assigning appropriate level representatives to attend meetings, participate in projects and provide contributions including: experts, training, hosting events, and sharing safety information, experience and tools; and
- b) implement the Detailed Implementation Plans, as applicable, in a timely manner.

CONCLUSION E/CAR/DCA23/16**REGIONAL AVIATION SECURITY AND
FACILITATION GROUP – PAN AMERICA
(AVSEC/FAL/RG-PA)**

That E/CAR States/Territories:

- a) ensure that Civil Aviation Authorities provide a copy of the report of the First Regional Aviation Security and Facilitation Group – Pan America Meeting (AVSEC/FAL/RG-PA/1) to the appropriate aviation security (AVSEC) authorities and high-level Governmental entities related to AVSEC within their States/Territories;
- b) in particular, OECS States, French Antilles, Sint Maarten and CASSOS nominate AVSEC/FAL/RG-PA member representatives and alternates;
- c) nominate Regional Security Team (RST) members, on a voluntary basis, to form a team of AVSEC experts available to undertake assistance to States/Territories on a contribution-in-kind basis with any travel and per diem costs covered by funds provided by donors;
- d) keep ICAO continuously informed, in a timely manner, of their Aviation Security (AVSEC) and Facilitation (FAL) Points-of-Contact; and
- e) support the ICAO future AVSEC strategy by hosting ICAO AVSEC training activities and continuing to furnish qualified personnel as instructors for ICAO sponsored training events.

CONCLUSION E/CAR/DCA/23/17**ICAO CAPSCA - AMERICAS PROJECT**

E/CAR States and Territories are encouraged to:

- a) prepare and update aviation pandemic preparedness plans in collaboration with public health authorities and perform exercises to test such plans in compliance with related ICAO SARPs and WHO IHR (2005);
- b) in particular OECS States, Trinidad and Tobago, French Antilles, Sint Maarten and the UK Territories become participating members of the ICAO CAPSCA – Americas Project, by sending a letter to the ICAO NACC Regional Office; and
- c) accept aviation pandemic preparedness assistance visits offered by the ICAO CAPSCA - Americas Project.

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APPENDIX B

LIST OF CONCLUSIONS/DECISIONS OF THE PIARCO POLICY GROUP

CONCLUSION

PIARCO/FIR/PG/1/1

PIARCO FIR ATS AGREEMENT

That:

- a) Barbados, France, OECS States and Trinidad and Tobago agree to formulate and ratify an agreement for ATS provision in the Piarco FIR in compliance with Annex 11;
- b) ICAO will provide Barbados, France, OECS States, and Trinidad and Tobago examples of similar agreements for reference from other FIRs by 31 January 2011;
- c) Barbados, France, and ECCAA will provide Trinidad and Tobago comments regarding the examples provided and suggest items for inclusion in the PIARCO FIR ATS Agreement by 15 February 2011;
- d) Trinidad and Tobago will develop and circulate a draft Piarco FIR ATS Agreement to Barbados, France, ECCAA and ICAO by 15 March 2011; and
- e) Trinidad and Tobago will convene the next meeting of the Piarco FIR Policy Group to review, comment and complete the draft Piarco FIR ATS Agreement by **31 March 2011**, possibly during the GREPECAS/16 Meeting to be held in Punta Cana, Dominican Republic, from 28 March to 1 April 2011.

CONCLUSION

PIARCO/FIR/PG/1/2

CARIBBEAN AIR NAVIGATION ADVISORY SERVICES (CANAS)

That Trinidad and Tobago take action to postpone the Cabinet decision on the future of CANAS until the PIARCO FIR ATS Agreement is completed.

CONCLUSION

PIARCO/FIR/PG/1/3

E/CAR RADAR DATA SERVER

That Trinidad and Tobago will provide and host the radar data server for the sharing/exchange/remoting of radar data in the Eastern Caribbean.

CONCLUSION

PIARCO/FIR/PG/1/4

PIARCO AIS CONTINGENCY PLAN

That:

- a) the E/CAR/WG AIS Committee, in collaboration with the Trinidad and Tobago Piarco AIS Office, develop and circulate a draft Piarco AIS Contingency Plan to E/CAR States, ECCAA and ICAO by 15 March 2011;
- b) E/CAR States, ECCAA and ICAO will provide the E/CAR/WG AIS Committee comments on the draft PIARCO AIS Contingency Plan by 31 March 2011; and
- c) the E/CAR/WG AIS Committee Rapporteur, E/CAR/WG Chairman or Trinidad and Tobago will present the proposed PIARCO AIS Contingency Plan at the NACC/WG/3 Meeting in May 2011.

CONCLUSION

PIARCO/FIR/PG/1/5

E/CAR AVIATION CONTINGENCY PLAN

That:

- a) Trinidad and Tobago nominate a member to the international task force led by United States to develop hazard guidance material on aviation preparedness and response to emergencies;
- b) Barbados, with the assistance of ICAO, convene a meeting between E/CAR States, ECCAA, CASSOS, CDEMA, PAHO, OCHA, ICAO and any other related agency to agree on an action plan to develop an E/CAR Aviation Contingency Plan; and
- c) the E/CAR Aviation Contingency Plan be presented to the E/CAR/DCA/24 meeting in 2012 for approval and implementation by States.

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APPENDIX C

CONCLUSIONS/DECISIONS OF THE GREPECAS/16 MEETING

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/1 A&C	ACTION PLAN FOR THE IMPLEMENTATION OF GREPECAS CONCLUSIONS	That, in order to enable the Secretariat to follow-up on the implementation of GREPECAS conclusions: a) once the GREPECAS Meetings reports are received, the States, Territories and International Organizations of the CAR/SAM Regions shall complete the Action Plan used for this purpose and submit it to the corresponding ICAO Regional Office within a period not greater than 30 days; and b) the ICAO NACC and SAM Regional Offices follow-up on the activities included in the action plans.
D16/2 A&C	FOLLOW-UP ON GREPECAS OUTSTANDING CONCLUSIONS	That, starting from the GREPECAS/16 Meeting: a) the ICAO NACC and SAM Regional Offices follow-up on the activities contemplated in the action plans for the implementation of GREPECAS outstanding conclusions, in order to provide the required support to the States/Territories that so require; and b) the review of the status of implementation of outstanding conclusions corresponding to the next-to-last and previous meetings of GREPECAS be excluded from the agenda of future GREPECAS meetings and instead, be presented to States by the Secretariat as an information paper.
D16/3 A	COORDINATION BETWEEN GREPECAS AND RASG-PA	That the Secretariat develop, for consideration by GREPECAS: a) a coordination mechanism to avoid duplication of efforts between GREPECAS and RASG-PA; and b) a procedure whereby one group may propose actions to the other group.
C16/4 C	SUPPORT FOR THE COMPLETION OF PROJECT RLA/03/902 SACCSA STUDIES AND PARTICIPATION IN THE TEST-BED IMPLEMENTATION	In view of the first results obtained by the SACCSA Project – Phase III-A and its contribution to the implementation of PBN, and in order to support the completion of this Project, CAR/SAM States/Territories/International Organizations are urged to: a) facilitate/coordinate with their corresponding national authorities access and provision of data to the SACCSA Project from networks with 1-second GPS receiving stations with FTP or NTRIP access and RINEX files; and b) taking into consideration the objectives indicated in Appendix B to Agenda Item 2 of the report of the CNS/ATM/SG/2 Meeting, consider participation in the SACCSA-SBAS test-bed implementation by notifying ICAO Regional Offices by 30 June 2011 .

¹ * **Note:** ICAO has established the following Strategic Objectives for the period 2011-2013:

- A** **Safety** – Enhance global civil aviation safety
- B** **Security** – Enhance global civil aviation security
- C** **Environmental Protection and Sustainable Development of Air Transport** – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment

Conclusion / Decision and Strategic Objective¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/5 A&C	CNS/ATM FIELDS TRAINING PROGRAMME FOR THE COMPETENCY OF AERONAUTICAL PROFESSIONALS FOR THE CAR/SAM REGIONS	That to train aeronautical professionals with regard to necessary competencies, CAR/SAM States/Territories/International Organizations: a) follow-up and take into consideration the recommendations of the Symposium on Next Generation Aeronautical Professionals (NGAP) and the results of the NGAP Task Force; b) in coordination with the ICAO Regional Offices, establish a training programme that responds to the performance objectives identified in the CAR and SAM Regions performance-based implementation plans for the 2012-2016 period; and c) inform the ICAO Regional Offices on the progress made in the development of this programme, by 30 September 2011.
AERMET/SG/10		
C16/6 C	MIGRATION FROM ISCS-G2 TO WIFS	That, taking into consideration the proposed migration from ISCS-G2 to WIFS, ICAO encourages States to take appropriate measures to obtain access using the WIFS to the WAFS products provided by WAFC Washington.
C16/7 C	TRANSITION OF ISCS-G2 AND IMPLEMENTATION OF THE WAFS FILE SERVER	That, with the goal of providing the users with enough time to undertake an orderly transition, the WAFC Washington Provider State is invited to: a) extend the service ISCS-G2 until 30 June 2012; and b) provide an operational WAFS Internet File Server (WIFS) no later than March 2010.
C16/8 C	WIFS USER GUIDE	That: a) the WAFC Washington Provider State be invited to consider the possibility of providing the WIFS User Guide also in Spanish; and b) if the request in paragraph a) is not possible, ICAO take the necessary action for the translation of the referred guide.
C16/9 A	GUIDE ON THE INTERNATIONAL AIRWAYS VOLCANO WATCH (IAVW)	That the Secretariat develop regional guidance in Spanish to explain the contents of Doc 9766, <i>Handbook on the International Airways Volcano Watch (IAVW) – Operational Procedures and Contact List</i> .
C16/10 C	MONITORING OF SIGMET RECEIVED IN BRASILIA INTERNATIONAL OPMET DATABANK	That in the controls of OPMET information carried out by the Brasilia International Databank: a) priority is given to the analysis of most common errors in the headings of SIGMET; b) the results be sent to the ICAO SAM Office; and c) ICAO Lima and Mexico Offices submit the monitoring results to the corresponding States for them to take the pertinent actions to correct the deficiencies detected.
C16/11 C	PARTICIPATION OF STATES' MEMBERS IN THE MEETINGS OF ICAO OPERATIONS GROUPS OR STUDY GROUPS IN MONTREAL	That States that have experts in ICAO Operations Groups and Study Groups in Montreal are encouraged to make the maximum efforts for them to participate in the meetings.

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/12 C	BACK-UP MWOs IN THE CAR/SAM STATES	That: a) in order to comply with paragraph 14 of ANP Basic, Part VI – MET, if a MWO is temporarily not functioning another could assume its obligations; the back-up list included as Appendix B to WP/08 to this part of the report should be taken into account; b) the Secretariat make the necessary updates to CAR/SAM Regional SIGMET Guide.
C16/13 C	SIGMET WV TESTS	That in order to keep a constant feedback and efficiency in the issuance of volcanic ash SIGMET starting 2010, the States, in coordination with the corresponding VAACs, carry out the SIGMET WV test during the month of September. The test should have a duration of 48 hours.
C16/14 C	FORMAT FOR OPMET INFORMATION EXCHANGE CONTROLS	That in order to improve the OPMET exchange: a) the name of “coordinate controls of OPMET exchange for the CAR/SAM Regions” be changed to “COM/MET coordinated controls of OPMET exchange for the CAR/SAM Regions”; and b) the format for the controls of OPMET exchange be modified, in the sense of having one format for METAR and TAF exchange controls and SPECI reception on the basis of CAR/SAM FASID Table MET 2B, and another for the reception SIGMET and special air-reports, on the basis of Appendix I to the <i>Guide for the preparation, dissemination and use of SIGMET information in the CAR/SAM Regions</i> , including in the latter the ATS unit location indicators providing services to the FIR, UIR and SRR. <i>Note. – The Secretariat will prepare the format that should be used starting the next control.</i>
C16/15 C	CAR/SAM GUIDE FOR OPMET EXCHANGE	That in order to enable the application of ICAO procedures for OPMET information exchange, the States use the CAR/SAM Guide for OPMET Exchange included in Appendix C to WP/08 to this part of the report.
C16/16 C	INSTALLATION OF AMHS USER TERMINALS IN METEOROLOGICAL UNITS WITH INTERNATIONAL OPMET REQUIREMENT	That the corresponding States, when implementing the new AMHS system in substitution of the current AFTN system, take into consideration the installation of AMHS user terminals in the MET units of the States that have international OPMET requirements, in order to increase the availability of OPMET information and to comply with GREPECAS Conclusion 6/33.
C16/17 C	AMENDMENT TO CAR/SAM ANP BASIC AND FASID, PART VI - MET	That: a) Part VI – MET of CAR/SAM ANP Basic and FASID Tables MET 1A and MET 2A are amended as shown in Appendix D to WP/08 of this meeting; and b) Table MET 2B of the CAR/SAM Facilities and Services Implementation Document (FASID): i. be eliminated from CAR/SAM FASID; and ii. be included as an Appendix to the CAR/SAM Guide for OPMET exchange.
C16/18 C	CAR/SAM MET REGIONAL PERFORMANCE OBJECTIVES	That the CAR/SAM MET Regional Performance Objectives and associated performance framework forms as contained in Appendix E to WP/08 of this meeting are adopted.

Conclusion / Decision and Strategic Objective¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/19 C	ATM/MET SEMINAR / WORKSHOP	That in order to develop a list of possible MET requirements in support of ATM for the CAR/SAM Regions, ICAO, in coordination with WMO, conducts a Seminar/Workshop for the CAR/SAM Regions.
C16/20 C	UPDATED COURSE ON AMENDMENT 75 TO ANNEX 3 FOR MET AND ATS PERSONNEL	That the States plan an update course on Amendment 75 to Annex 3 for MET and ATS personnel, once they receive from ICAO the approval of the referred amendment.
AGA/AOP/SG/7		
C16/21 A	UPDATED STATUS ON AERODROME CERTIFICATION	That States submit to their respective ICAO NACC and SAM Regional Offices a report on the implementation status of airport certification no later than 28 February 2010.
C16/22 A	WORKSHOPS ON STATE SAFETY PROGRAMME AND SAFETY MANAGEMENT SYSTEM (SSP AND SMS) COURSES	That the ICAO NACC and SAM Regional Offices organize workshops on the implementation of the SSP by States and SMS for aerodrome operators during 2010.
C16/23 A	BEST PRACTICES TO PREVENT RUNWAY INCURSIONS AND RUNWAY EXCURSIONS	That States submit to NACC and SAM Regional Offices: a) A report on best practices used to prevent runway incursions/excursions at airports; b) That this report be submitted no later than 30 March 2010.
C16/24 A	HARMONIZATION OF TAXIWAY DESIGNATION	That ICAO consider the development and provision of guidelines on the harmonization of taxiway designation in order to reduce operator confusion and to minimize runway incursions.
AIM/SG/12		
C16/25 C	PLAN FOR THE IMPLEMENTATION OF PRINCIPLES ON HUMAN FACTORS FOR AIM	That States/Territories/International Organizations, in support of GREPECAS Conclusion 15/30 “ <i>Guide for the application of principles on human factors in AIS/MAP</i> ”, adopt the “ <i>Plan for the implementation of principles on human factors for AIM</i> ”.
C16/26 C	APPROVAL OF UPDATES TO THE GUIDANCE MANUAL FOR THE IMPLEMENTATION OF A QUALITY MANAGEMENT SYSTEM ORIENTED TO THE AERONAUTICAL INFORMATION MANAGEMENT (AIM)	That States/Territories/International Organizations, approve the revisions to the Guidance Manual for the Implementation of a Quality Management System considering the transition from AIS to the Aeronautical Information Management (AIM), contained in the Appendix to this working paper.

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/27 C	CAR/SAM TRAINING GUIDE FOR THE AIM COURSE	That the AIM Subgroup: a) propose to GREPECAS the adoption of the “CAR/SAM Training Guide for the AIM Course” (*); b) coordinate with the ICAO NACC and SAM Regional Offices and the national and regional training centres, for the distribution of the guide to serve as a reference in the development of modules for the CAR/SAM AIM course; and c) consider, within the Roadmap for AIS-AIM transition, the initiation of AIM training course based on this reference guide, starting in 2011.
C16/28 C	CAR/SAM MANUAL ON HUMAN FACTORS IN THE AERONAUTICAL INFORMATION MANAGEMENT (AIM)	a) Submit the Manual on Human Factors in the Aeronautical Information Service to the consideration of GREPECAS; and b) Take into account this manual for the implementation of training programmes for AIS/MAP personnel.
C16/29 C	REFERENCE FOR THE DEVELOPMENT OF TRAINING PROGRAMMES IN TECHNICAL ENGLISH LANGUAGE FOR AIS/MAP PERSONNEL IN CAR/SAM STATES	That CAR/SAM States, Territories and International Organisations consider Doc 9835 AN/453 – <i>Manual on the Implementation of ICAO Language Proficiency Requirements</i> , as a reference when formulating their training programmes in the English language, adapting it as necessary based on the performance requirements for AIS personnel, in support to the ATM Operational Global Plan.
C16/30 C	ROADMAP FOR THE TRANSITION FROM AIS TO AIM	That CAR/SAM States and Territories: a) Consider the guidelines, steps and timeline for the Transition from AIS to AIM presented in the “Roadmap for the transition from AIS to AIM”; b) inform the corresponding ICAO Regional Office progress and/or difficulties on the implementation of SARPs associated to the implementation guide, not later than 5 May 2010; c) develop the corresponding AIM air navigation regional plans with the related PFFs and with the Regional Plans as a reference, according to GREPECAS conclusion 15/1 in its paragraphs a) and b), and in the AIM Roadmap; and d) Inform to the ICAO CAR/SAM Regional Offices on the progress of the implementation requested in the above paragraph, no later than 29 October 2010.
C16/31 C	AVAILABILITY OF DOCUMENTATION IN SPANISH	That the need to give priority, to the extent possible, to translating into Spanish the texts that are available only in English and that are of crucial importance for complying with ICAO SARPs, be proposed to ICAO with a view to achieving the AIS-AIM transition.
C16/32 C	GENERAL GUIDANCE FOR THE IMPLEMENTATION OF A GIS SYSTEM IN AIM	GREPECAS approves as vital importance to support ICAO SARPs, the application of the General Guidance for the Implementation of a GIS System in AIM, to achieve the transition from AIS to AIM in the States, Territories and International Organizations of the CAR/SAM Regions.

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
CNS/ATM/SG/1		
C16/33 A & C	ADOPTION OF PERFORMANCE MONITORING AND MEASUREMENT PROGRAMME FOR THE CAR/SAM REGIONS	Considering the importance to monitor and measure the achievement of the performance objectives defined for the CAR/SAM Regions, that States, Territories and International Organizations of CAR/SAM Regions: a) adopt the set of metrics related to key performance areas of access, capacity, cost effectiveness, efficiency, environment, flexibility, predictability and safety; described in Appendix A of this part of the report, to monitor and measure the implementation advances of the regional performance objectives; b) incorporate these metrics into their performance monitoring programmes, collect relevant data and submit to the ICAO Lima and Mexico regional offices on a regular basis; c) coordinate with ATM community members to promote information and data collection; and d) inform ICAO Regional Offices of their advances by 30 November 2010.
C16/34 C	FOLLOW-UP, PARTICIPATION AND COOPERATION TO ICAO RLA/03/902 REGIONAL PROJECT	That with the objective of concluding technical-financial viability studies of the SBAS implementation within the CAR/SAM Regions, under the ICAO RLA/03/902 regional project, the States, international organizations and users are invited to: a) Participate in Phase III of the RLA/03/902 – SACCSA project and promote cooperation between national entities and make progress on development with support of educational institutions so as to provide scientific and technical support; and b) Increase coordination and exchange of information on the results obtained and experience gained in RLA/03/902 project, GBAS national projects and other initiatives regarding GNSS implementation.
C16/35 A & C	ADOPTION OF THE CAR/SAM ATFM MANUAL	That, considering the importance to harmonize the implementation of ATFM in the CAR/SAM Regions, the States, Territories and International Organizations of the CAR/SAM Regions adopt the ATFM Manual shown in Appendix A to the report of the CNS/ATM/SG/1 Meeting.
C16/36 C	COLLECTION OF INFORMATION ON EXISTING AND FUTURE AVIONICS IN THE CAR/SAM REGIONS	Taking into account the importance of having information on avionics already installed and to be installed on user aircraft, for purposes of planning and cost/benefit analyses, it is urged that: a) States/Territories and International Organisations are urged to collect information on avionics already installed and to be installed in non-IATA domestic fleets and other general aviation users, suggesting the adoption of a format similar to that of the IATA survey form (Appendix D to this part of the Report), the results to be sent to the respective ICAO Regional Office by December 2010; b) IATA include the aforementioned information in the IATA database, informing the ICAO CAR/SAM Regional Offices about the response to this request; and c) The information collected to date in the SAM and CAR Regions be included in the mentioned data base, as well as any information that can be provided by the avionics manufacturers.

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/37 C	PROPOSED ROUTING SCHEME FOR IPV4 FOR INTER AND INTRA REGIONAL COMMUNICATIONS LINKS FOR ATN GROUND TO GROUND APPLICATIONS	That the CAR/SAM Regions use the IPv4 routing scheme for inter and intra regional communications links in ATN ground to ground applications for described in Appendix E to the report of the CNS/ATM/SG/1 Meeting.
C16/38 C	IMPROVEMENTS TO THE ACTIVITIES REFERRED IN ADS-B TRIALS	That States/Territories/International Organizations who are carrying out ADS-B trials are urged to: a) Continue with the data collection and analysis, in accordance with GREPECAS guidelines (GREPECAS/15 report, Appendix Q); b) Search for the exchange of data between States, particularly with regard to coverage superposition and analysis criteria; c) Solve, with the respective airspace users, the duplicate or illegal 24-bit Address cases identified, and inform in this respect to the ICAO Regional Offices; d) Inform airspace users on any anomaly in the received ADS-B messages, in preparation of future ADS-B implementation; and e) Duly inform the ICAO Regional Offices on the trial results, for their publication.
C16/39 A & C	IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT IN THE CAR/SAM REGIONS	That considering the importance of the implementation of Amendment 1 to the Fifteenth Edition of Doc 4444, whose application is foreseen for 2012, CAR/SAM States/Territories/International Organizations: a) Adopt the strategy for the implementation of Amendment 1 to Doc 4444 (PANS-ATM) (15th edition) shown in Appendix J to the report of the CNS/ATM/SG/1 Meeting; b) Develop action plans, taking into account the regional strategy and the action plan based in a performance scope, which includes as Appendix J to this working paper, for the harmonious implementation of the new ICAO flight plan format and the ATS messages related; c) Designate experts who participate as points of contact to coordinate with other air navigation services providers of States/Territories/International Organizations from adjacent flight information regions (FIRs), implementation matters of ATS messages related with the implementation of the new ICAO flight plan format (FPL); and d) Send the result of this implementation to the ICAO NACC and SAM Regional Offices, not later than 30 November 2011.
C16/40 C	TRAINING FOR AERONAUTICAL PROFESSIONAL COMPETENCE	That CAR/SAM States/territories and international organizations, take into consideration the list of short and mid-term and training requirements shown in Appendix D to the report of the CNS/ATM/SG/1 Meeting, so that CATCs, in coordination with CAR/SAM States/territories civil aviation authorities and international organizations, prepare aeronautical training programmes which contemplate regional air navigation and safety requirements.

Conclusion / Decision and Strategic Objective¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/41 C	GNSS TRAINING	That, taking into account that training of a larger number of experts is essential for the future implementation of GNSS systems in the CAR/SAM Regions, as well as the various ICAO recommendations for the provision of GNSS technical training, and the ICAO initiative on the next generation of aviation professionals: a) States/Territories and International Organizations are urged to foster the training of national instructors, based, inter alia, on courses promoted by ICAO, as a way of supporting the internal dissemination of acquired knowledge; b) The States/Territories and International Organizations that have not yet included GNSS in their training programmes, include this type of training in their plans as of 2010; and c) ICAO is urged to include the necessary considerations on the technical training of professionals, e.g. training on GNSS systems, in the initiative on next generation aviation professionals and its corresponding instances.
GENERAL		
C16/42 A	RESOLUTION OF AIR NAVIGATION DEFICIENCIES	That States/Territories having difficulty in resolving priority “U” air navigation deficiencies request ICAO assistance to prepare action plans and coordinate support for resolving deficiencies if required.
C16/43 A&C	REVISED METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES	That: a) ICAO consider the proposed revised methodology for the identification, assessment and reporting of air navigation deficiencies presented in Appendix A to this part of the report; and b) in the interim, GREPECAS adopt the revised methodology as a test-bed and notify the ICAO ANC of the results.
C16/44 A&C	REVIEW OF EXISTING AIR NAVIGATION DEFICIENCIES	That: a) the revised methodology be applied to existing deficiencies contained in the GANDD within a reasonable time period but no later than 31 March 2012; b) ICAO review and improve the GANDD in order to enable the update of deficiencies information in a more timely manner; and c) ICAO review the procedures for the validation and elimination of the deficiencies contained in the GANDD by 30 June 2011.

Conclusion / Decision and Strategic Objective¹	Title of Conclusion/Decision	Text of Conclusion/Decision
D16/45 A&C	NEW GREPECAS ORGANIZATION	That in order to implement CAR/SAM performance-based regional plans in compliance with the Global Air Navigation Plan and Global ATM Operational Concept: a) the GREPECAS organization be modified as described in Appendix A to this part of the report; and b) the Secretariat circulate a letter to States/Territories, accompanied by an explanatory note and the revised GREPECAS Procedural Handbook, requesting ratification of the new GREPECAS organization and inviting suggestions for further refinement within 30 days, including reference to non-response being taken as acceptance without comment.
D 16/46 A&C	REVISED GREPECAS TERMS OF REFERENCE	The revised GREPECAS Terms of Reference, which incorporate the ICAO Council requirement to coordinate with RASG-PA are presented in Appendix B to this part of the report.
D 16/47 A&C	TRANSFORMATION OF GREPECAS SUBGROUPS	That the work currently in progress by the GREPECAS AERMET, AGA/AOP, AIM and CNS/ATM Subgroups, and their respective task forces, where applicable, as presented in the Appendices B – E of WP/17 be transformed into programmes and projects.
C16/48 A&C	TERMS OF REFERENCE, WORK PROGRAMME, AND COMPOSITION OF THE GREPECAS PROGRAMMES AND PROJECTS REVIEW COMMITTEE	That: a) the Programmes and Projects Review Committee (PPRC) be established with the terms of reference, work programme and composition shown in Appendix C to this part of the report; and b) the Secretariat present the requirement for the selection and commitment of States to become members of the PPRC to the upcoming Directors of Civil Aviation Meetings in the CAR and SAM Regions
C16/49 A&C	CONTRIBUTION FROM STATES TO THE GREPECAS RESOURCES	That States, within their means, contribute the necessary resources to GREPECAS projects in the form of project coordinators and experts and provide the assigned individuals the allocation of adequate time, release from normal duties, and financial support to facilitate their participation in the activities to achieve the expected results as committed.
