

THE FOURTEENTH MEETING OF THE CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS/14)

(San José, Costa Rica, 16 – 20 April 2007)

EXECUTIVE SUMMARY

1. INTRODUCTION

1.1 Date, Place and Attendance

1.1.1 The Fourteenth Meeting of the CAR/SAM Planning and Implementation Group (GREPECAS/14) was held in San José, Costa Rica, from 16 to 20 April 2007. The Meeting was hosted by the Costa Rican Civil Aviation Authority and was attended by 82 participants from 19 Member States and 1 Contracting State, located or having territories in the CAR/SAM Regions, as well as 1 State located outside the Regions, and observers from 6 international organizations.

1.1.2 Ms. Viviana Martín Salazar, Vice Minister of Public Works and Transport of Costa Rica, welcomed the delegates wishing them success with the Meeting objectives. Mr. Normando Araújo de Medeiros (Brazil), Chairman of GREPECAS, presided over the Meeting. Mr. José Miguel Ceppi, ICAO Regional Director, South American (SAM) Office, was the Secretary of the Meeting. Ms. Loretta Martin, Regional Director of the ICAO North American, Central American and Caribbean (NACC) Regional Office assisted the Meeting.

1.2 Agenda of the Meeting

1.2.1 The Meeting adopted the following agenda:

Agenda Item 1 Review of the Air Navigation Commission (ANC) and Unlawful Interference Committee (UIC) actions on the GREPECAS/13 Report

Agenda Item 2 Analysis of global, inter- and intra-regional activities

- 2.1 Interregional and intra-regional CNS/ATM activities and coordination
- 2.2 Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (DGCA/06)
- 2.3 Fifth Meeting of All Planning and Implementation Regional Groups (ALLPIRG/5)
- 2.4 Development of ICAO Business Plan and its relationship to GREPECAS
- 2.5 Safety Management Systems (SMS) Implementation in CAR/SAM States

Agenda Item 3 Assessment of development of regional air navigation and security infrastructure

- 3.1 Report of the Third Meeting of the Task Force on Institutional Aspects
- 3.2 Report of the AVSEC/COMM/5 Meeting
- 3.3 Report of the AERMET/SG/8 Meeting
- 3.4 Report of the AGA/AOP/SG/5 Meeting
- 3.5 Report of the AIS/MAP/SG/10 Meeting
- 3.6 Report of the ATM/CNS/SG/5 Meeting

Agenda Item 4 Evaluation of air navigation planning and implementation deficiencies/problems in the CAR/SAM Regions

- 4.1 Report of the ASB/6 Meeting

- 4.2 Specific air navigation planning and implementation deficiencies/problems in the CAR/SAM Regions

Agenda Item 5 Management of the GREPECAS Mechanism

- 5.1 Report of the ACG/6 Meeting
5.2 Review of GREPECAS and its Contributory Bodies Terms of Reference and Work Programmes

Agenda Item 6 Examination of GREPECAS outstanding Conclusions

Agenda Item 7 Other Business

- 7.1 Review of outcome of GREPECAS/14 using business plan approach

1.3.1 The Meeting adopted **55** Conclusions and **9** Decisions which are presented in the Attachment to the Executive Summary. The Attachment details an Action Plan for the implementation of Conclusions/Decisions of GREPECAS/14.

2. SUMMARY OF DISCUSSIONS

Agenda item 1: Review of the Air Navigation Commission (ANC) and Unlawful Interference Committee (UIC) actions on the GREPECAS/13 Report

2.1 The Meeting reviewed the action taken by the Air Navigation Commission and the Committee on Unlawful Interference from the Report of GREPECAS/13.

Agenda Item 2: Analysis of Global, Inter- and Intra-Regional Activities

Global Air Navigation Plan

2.2 The Meeting received a comprehensive presentation on the revised Global Air Navigation Plan. The presentation addressed past and future work associated with achieving a global ATM system; the Global Plan Initiatives (GPIs); the performance-based approach to planning and implementation; and the process of carrying out regional integration and transition. The revised planning process is facilitated through planning tools, an electronic air navigation planning database, programme management techniques and new reporting methodologies. The Meeting was supportive of the revised Global Plan and the new approach to planning and implementation. In this regard, the Meeting took note of the performance planning activities by the Panels of the Air Navigation Commission as well as the outcome of the ICAO Symposium on Performance of Air Navigation Systems that was held March 2007.

Increasing the Efficiency of PIRGs

2.3 The Meeting noted that an ANC working group was addressing the following, which are expected to be completed by June 2007: a) reassessment of PIRG TORs to align with ICAO Strategic Objectives and the Global Air Navigation Plan; b) amendment of the PIRG reporting format to the Commission; c) revision of the method for the Secretary General to present PIRG reports to the Commission; and, d) examination of the method for the Commission to report to the Council.

Business case for the implementation of CNS/ATM Systems

2.4 The Meeting received a presentation on the business case model for the implementation of CNS/ATM Systems as developed by ICAO. This interactive model, known as the Database and Financial Analysis Computer System (DFACS), was made available to States and Regional Offices in December 2006, and can be downloaded from the ICAO-Net. In addition, the Secretariat has created a new secure website called Civil Aviation Forecasts and Economic Analyses (CAFEA), which facilitates the establishment of a network of experts and enables the exchange of studies, analyses of documents on cost effectiveness, cost-benefit analyses and business cases for the implementation of CNS/ATM systems, as well as other forecasts and economic analyses documents.

Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (DGCA/06)

2.5 The Directors General of Civil Aviation Conference on a Global Strategy for Aviation Safety (DGCA/06) was convened in Montreal from 20 to 22 March 2006, in order to build consensus on improving aviation safety through coordinated action by all contracting states, ICAO, and the aviation industry. Although the Council decision only called for the implementation report to address the recommendations directed to States and other stakeholders, the Meeting noted that C-WP/12805 and its Appendix addressed the status of implementation of all DGCA/06 recommendations. The Meeting, while reviewing the status of implementation of recommendations, observed that transparency of information is essential for ensuring harmonized implementation and enhancing safety world-wide.

Fifth Meeting of All Planning and Implementation Regional Groups (ALLPIRG/5)

2.6 The Meeting was informed of the results of the ALLPIRG/5 Meeting held in Montreal, Canada, from 23 to 24 March 2006, to address interregional issues for air navigation system planning and implementation. The Meeting took action on ALLPIRG/5 Meeting conclusions and assigned respective tasks to its contributory bodies, States and international organizations (Dec. 14/1, and Conc. 14/2 and 14/3). The Meeting, while expressing full commitment to the PIRG process, noted that ICAO is considering the development of a common approach to all PIRGs and alignment of their work programmes with the Strategic Objectives of the Organization

Development of ICAO Business Plan and its relationship to GREPECAS

2.7 The Meeting received a presentation on the ICAO Business Plan, which is moving towards a results-oriented and performance-based organization. The Meeting also noted the number of new working methods being introduced by ICAO that would ensure prudent and efficient use of limited resources. The draft ICAO Business Plan for the next triennium (2008-2009-2010) has been developed. The budget is being constructed to secure resources for the implementation of action plans, which in turn will be supported by detailed operational plans leading to the achievement of the Strategic Objectives. As a part of functional integration, the Operational Plan of the Regional Programme will be incorporated into the Air Navigation Integrated Programme (ANIP), thus providing a unified approach to the management and implementation of air navigation projects. Based on the budget amount that would be approved by the Council for the triennium (2008-2009-2010), the Meeting noted that the programmes and tasks detailed in the draft Business Plan will be reviewed and reprioritized; subsequently, the Business Plan will be finalized. The Meeting noted that for any tasks to be undertaken by ICAO, which are identified by GREPECAS, it is now essential that they be included in the Business Plan in order to receive adequate funding.

Safety Management System (SMS) Implementation in CAR/SAM States

2.8 The Meeting was informed about the progress made by ICAO regarding Strategic Objective A: Safety, and more specifically, Key Activity A8, which deals with implementation of safety management systems (SMS). A detailed explanation of the implementation of the SMS training programme developed by ICAO was provided. In order to create an SMS culture, several members of GREPECAS felt that civil aviation administrations should give priority to SMS courses and implementation so that operators and service providers may comply with the SARPS contained in Annexes 6, 11, and 14. In view of the above, the Meeting called on States to assign high priority to the implementation of SMS programmes (Conc. 14/4).

Agenda Item 3: Assessment of Development of Regional Air Navigation and Security Infrastructure*Institutional Aspects*

3.1 The Meeting reviewed the results of the IA/TF/3 Meeting and noted a generic document, which had been prepared within the framework of Regional Technical Cooperation Project RLA/98/003 for the establishment of a Regional Multinational Organization (RMO) to consolidate, implement, and manage multinational facilities/services. The Meeting agreed that the framework was consistent with the conceptual framework of an agreement for the implementation of a multinational system according to the guidance material contained in the FASID document of the CAR/SAM ANP (Doc. 8733). It was recommended that CAR/SAM States interested in implementing an RMO use this framework, and that ICAO Regional Offices follow-up on any State action taken with respect to RMO implementation, as appropriate (Conc. 14/5). Likewise, Task Force proposals concerning the most appropriate mechanism to implement the RMO were examined. In this respect, it was agreed that an ICAO technical cooperation project, specifically tailored to this effort, could provide the appropriate mechanism to meet the purpose and objectives of the project (Conc. 14/6).

3.1.2 The Meeting also reviewed matters related to the cost recovery of regional monitoring agencies (RMA's) and concluded that for the time being, Brazil, who is responsible for the multinational facility CARSAMMA, would not request the establishment of a cost recovery mechanism, and that in the future it could be a member of an RMO.

AVSEC

3.2 The Meeting, in reviewing the AVSEC/COMM/5 Meeting Report, noted that a survey was carried out to validate five previous conclusions and determine the level of compliance by States regarding implementation of the Annex 17 SARPS (Conc.14/7). Likewise, the Report requested that States encourage qualified individuals to apply to ICAO in order to assist other States with the enhancement of their AVSEC Programmes (Conc. 14/8). In discussing training concerning machine readable travel documents (MRTD), it was requested that the possibility of establishing a course to address aviation security personnel using TRAINAIR methodology be studied in coordination with the Security and Facilitation Branch (Conc.14/9).

3.2.1 The Meeting reviewed the Action Plan for the negotiation, parts acquisition, maintenance and training of AVSEC screening equipment. The importance of this Plan was emphasized as a document to provide States with information and material on Hold Baggage Screening (HBS) issues. Technical material concerning the functioning of HBS was also reviewed, and the GREPECAS Secretary was requested to forward the technical details related to the functioning of HBS systems and the Action Plan for negotiation, parts acquisition, maintenance and training in AVSEC screening equipment for inclusion as guidance material in the Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference (Doc. 8973 – Restricted) (Conc. 14/10). Likewise, in reviewing the National Quality Control Programmes (NQCP) of the States and in order to encourage information sharing, ICAO was requested to study the feasibility of implementing a secure website within the existing communication system with the States in order for them to share their NQCPs with other States (Conc.14/11).

3.2.2 The Meeting considered some general guidelines for the development of contents for a National Cargo Security Programme, as well as the need for a training programme on this issue. In this regard, ICAO was requested to develop a Cargo Security Workshop as a matter of urgency to assist States in the development of their National Cargo Security Programme (Conc. 14/12). The Meeting was informed about a list of qualified AVSEC instructors available in the Regions for future AVSEC training events, and States were encouraged to identify instructors to be certified by ICAO. The Meeting was also informed that the AVSEC/COMM will develop a Passenger Screening Programme Model, and that a Seminar will be convened to provide States in the CAR/SAM Regions with current information on screening techniques and advanced technology to counter new and emerging threats against civil aviation. In this regard, ICAO was requested to undertake the necessary coordination to guarantee the convening of the Passenger/Cabin Baggage Screening Seminar/Meeting to provide States with updated information on screening techniques and advanced technology (Conc. 14/13).

3.2.3. The Meeting considered the importance of the Aviation Security Point of Contact (PoC) Network for the communication of imminent threats against civil aviation, whose designees act as the appropriate authority to send and receive communications, at any time of the day or night, concerning imminent threat information, security requests of an urgent nature, and/or guidelines to support security requirements in the case of countering an imminent threat. The Meeting requested States to review this matter, designate the PoC, and provide ICAO with the name of the PoC before 30 September 2007 (Conc. 14/14).

MET

3.3 With regard to the review of ICAO provisions related to WAFS, the Meeting examined follow-up action taken in response to conclusions formulated by WAFSOPSG/1 and WAFSOPSG/2, and requested CAR States to improve MET services and rate of response to NACC Regional Office State letters (Conc. 14/15). Regarding the review of ICAO provisions related to the IAVW, the Meeting invited CAR/SAM States to use the call plan diagram of the Aerodrome Volcanic Ash Emergency Committee (Conc. 14/16). IATA was invited to take action in order to improve the reception of special aircraft observations related to volcanic activity (Conc. 14/17). Likewise, CAR/SAM States were requested to make strict use of the template for SIGMET and special air reports (Conc. 14/18).

3.3.1 The Meeting reviewed the OPMET information exchange in the CAR/SAM Regions (Conc. 14/19). For global controls, it was considered necessary that aerodromes be identified, which do not issue OPMET data 24 hours a day (Conc. 14/20); and that ICAO invite WMO to review the transition to BUFR code as a matter of urgency, along with its plans to use the referred code (Conc. 14/21). The Meeting also reviewed the regional procedures contained in the CAR/SAM ANP/Facilities and Services Implementation Document (FASID) and proposed amendments to delete Column 6 (Areas of Coverage of Charts) and Column 7 (AFTN Routing Areas) since they were no longer relevant as they did not reflect a RAN agreement and the data was being provided through ISCS and SADIS broadcasts (Conc. 14/22 and 14/26). In addition, the Meeting considered amendment procedures for TAF and TREND requirements and the need to ensure the currency of the information contained in the OPMET database (METAR/SPECI and TAF) (Conc. 14/23 and 14/25).

3.3.2 The Meeting agreed on the need to have a CAR/SAM ATS/MET/Pilot Coordination Seminar (Conc. 14/27) and on the establishment of a Special Implementation Project (SIP) for the CAR Region to study and recommend measures to correct specific problems affecting CAR MET services (Conc. 14/28).

AGA

3.4 In reviewing the AGA/AOP/SG/5 Report, the Meeting noted the revision made by the Subgroup regarding deficiencies and action plans and the possibility of convening a workshop on runaway end and safety areas (RESA) and runaway strips. The Meeting considered the implementation of emergency plans and emergency operation centres and noted the increase in implementation rates of those plans in the CAR/SAM Regions. ICAO was requested to organize a new workshop on these matters (Conc. 14/29). In reviewing rescue and fire fighting services, note was taken of possible differences between the level of protection in Table AOP-1 of the CAR/SAM FASID, and ICAO was requested to study the matter (Conc. 14/30).

3.4.1 The Meeting reviewed the status of SMS implementation and aerodrome certification. Due to some inconsistencies, ICAO was requested to recirculate the surveys on aerodrome certification and SMS implementation during the first semester of 2007. States are to complete and return the survey to ICAO no later than two months after distribution (Conc.14/31).

3.4.2 The Meeting noted Subgroup discussions on the solution of deficiencies and noted States' concerns on how to resolve deficiencies related to airport physical characteristics such as RESA, runaway strips, obstacles, etc., before being audited by USOAP, considering that many airports in the CAR/SAM Regions were constructed during the 1950s and 1960s when requirements were less restrictive. The Meeting agreed that based on the experience gained by some States, the provision of training may help to address the problem (Conc.14/32).

3.4.3 The Meeting noted the activities carried out by ALACPA (Latin American and Caribbean Airfield Pavements Association) and CARSAMPAF (CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee), and amendments to the CAR/SAM Regional Air Navigation Plan requested by Brazil. Brazil was asked to send its proposal to the ICAO SAM Office in order to circulate the corresponding amendment to Doc 8733 (Conc. 14/33). Likewise, the Meeting noted the work carried out by the Subgroup in revising Task Force(s) activities (Runway Strips and Runway End Safety Areas Task Force, Runway Incursion Prevention Task Force and Demand/Capacity Task Force), the revision on progress of the AGA/AOP Subgroup on the RAN CAR/SAM/3 Meeting Conclusions, and airport environmental management systems.

3.4.4 The Meeting considered the recommendation made in Annex 14, Vol I, Chapter 3, par. 3.4.15. In so doing, the Meeting deemed it relevant to establish a maximum down slope limit in a section of a runway strip located beyond the portion that has to be leveled, and requested ICAO to study the matter (Conc. 14/34). Likewise, the Meeting considered the difficulty of determining the placement of the aiming point marking on runways less than 30 meters wide and requested ICAO to study the corresponding standard (Conc. 14/35).

AIS/MAP

3.5 In reviewing the results of the report of the AIS/MAP/SG/10 Meeting, it was noted that the CAR/SAM SIP on electronic terrain and obstacle data is being planned for the latter part of 2007. In discussing the implementation of quality management systems for AIM, it was requested that States apply available guidance material developed for the CAR/SAM Regions and conduct quality audits in the AIM areas (Conc. 14/36). The Meeting received comments on a Quality Management Implementation Plan being developed by the Subgroup and noted the work concerning the integration of CAR/SAM digital VFR charts. In this regard, the ICAO NACC and SAM Regional Offices were requested to coordinate achieving of the VFR Aeronautical Charts Project by the end of 2008 (Conc. 14/37).

3.5.1 The Meeting was informed regarding the AIM concept, which presents stages for the management of aeronautical information/data from the origin, storage, retrieval, exchange and submission of digital aeronautical information (AI) in the context of gate-to-gate flight operations from a strategic flight-planning phase until a post-flight phase.

3.5.2 The Meeting discussed the use of AIP Audit Assistant (AAA), a tool developed by EUROCONTROL to carry out audits of the AIPs. The sequence of the AIP production process would be followed step-by-step and thus all errors could be traced and the coherence of the information could be verified so as to achieve integrity with the information contained in the AIPs. In this regard, the Meeting requested States/Territories to integrate the AIP Audit Assistant (AAA) into the CAR/SAM AIS to improve AIP production (Conc. 14/38).

3.5.3 The Meeting recognized the importance of automated systems for AIM services with a view to allowing the electronic display of both AIP information and aeronautical charts, based on the need for a common platform for processing and exchange of electronic aeronautical data. The Meeting took into account the need for States to use Geographic Information Systems (GIS) for AIM services, which would contribute to reaching the objectives of aeronautical information digital processing and requested that the NACC and SAM Regional Offices take the necessary action, within relevant technical cooperation projects, in order to consider GIS implementation requirements (Conc. 14/39).

3.5.4 The Meeting noted the responsibility of States to ensure that the provision of electronic terrain and obstacle data be used in accordance with the areas of application as per Annex 15, Chapter 10 and along with the dates to fulfill the technical requirements. In this regard, the Meeting requested that States take action to ensure the availability of the State's national territory electronic terrain and obstacle data. (Conc. 14/40). Likewise, the Meeting considered the implementation of Recommendation 12/5 of the CAR/SAM/3 RAN Meeting, and requested that States submit information to be contained in Table AIS-4, and that the NACC and SAM Regional Offices proceed with the circulation of the corresponding FASID amendments (Conc. 14/41). The Meeting considered the importance of gradual implementation of the AIM in the CAR/SAM Regions to support CNS/ATM system implementation. In this regard, it was noted that amendments should be introduced to Annex 15, so as to consider aspects related to the implementation of the Aeronautical Information Exchange Model (AIXM) to coordinate the formulation of basic operational requirements. In order to adapt AIS/MAP/SG development activities and to face new challenges and responsibilities due to the emerging technical and operational requirements, the Meeting decided to change the name of the Subgroup to AIM/SG.

ATM/CNS

3.6 In reviewing the report of the ATM/CNS/SG/5 Meeting, it was noted that information considered by the Subgroup were the results of the ALLPIRG/5 Meeting, the DGCA Conference, and information on contributions made by Regional Technical Cooperation Project RLA/98/003. Concerning the Subgroup contributory bodies, the information presented regarding the work performed by the ATM and CNS Committees was noted; the reports are summarized in the following paragraphs. The Meeting also noted that the Subgroup decided to take over the Automation Task Force. Regarding the development of automation issues, the Meeting encouraged the development of system interface and corresponding plans to interconnect ATM automated systems (Conc. 14/43 and 14/44).

Report of the ATM Committee Meeting

3.7 The Meeting reviewed the work carried out by the ATM Committee and its Task Forces. In so doing, the Meeting noted the consideration made by the Committee concerning the safety assessment following RVSM implementation and the CAR/SAMMA report on the subject showing that the total risk was higher than the agreed TLS. Noting that errors were associated with common aircraft handover procedures between ATC units, the application of measures indicated in Conc. 13/61 was emphasized. It was also noted that a new airspace assessment is expected to be presented at the next ATM/CNS/SG Meeting, and that there is a need to train personnel in air traffic management and develop flight operation experts so that they can participate in the Scrutiny Task Force (GTE) on a permanent basis (Conc. 14/45).

3.7.1 The Meeting reviewed the implementation of performance-based navigation (PBN) and noted that detailed information was needed on several aspects related to CNS infrastructure and the navigation capability of the fleet operating in the CAR/SAM Regions. An RNAV and RNP questionnaire was used to prepare a PBN roadmap, which was considered to be a fundamental document for the harmonization of PBN implementation in the CAR/SAM Regions, establishing a short-term (until 2010) and a medium-term (2011-2015) implementation strategy (Conc. 14/16). Likewise, in order to achieve a harmonized PBN implementation, a safety assessment of different parts of the airspace was considered necessary, but limited human resources in the regions as well as the lack of a common methodology indicated the need for assistance from the Separation and Airspace Safety Panel to develop this issue (Conc. 14/47).

3.7.2 The Meeting agreed that ATFM implementation should be accomplished in stages by using strategic, pre-tactical and tactical phases in order to allow for a gradual evolution and to build desired system capabilities. In so doing, alignment of airspace classification, use of datalink communications, flight plan processing improvements and ATFM message exchange will be developed. In order to improve the efficiency of air operations, the Meeting considered that in the short term, operational agreements should be updated or established between ATS units as appropriate (Conc. 14/48). The Meeting agreed that a cost-benefit analysis should be performed by the Institutional Aspects Task Force.

3.7.3 The Meeting analyzed the draft ATFM Operational Concept, and considered that said document could be adopted by the CAR/SAM Regions with the understanding that it was a living document that could be amended as necessary (Conc. 14/49). The Meeting agreed that the ATM Committee should consider the operational benefits that the NAM Region had derived from ATFM implementation, and that at its next meeting, it should: assess the CAR/SAM ATFM CONOPS; discuss the lessons learned in areas related to the objectives and functions of the centralized ATFM; determine the principles on which ATFM will be based, the equipment and personnel required by the Flow Management Unit/Flow Management Position (FMU/FMP) for the centralized ATFM; and discuss the corresponding operational procedures.

3.7.4 Concerning common ATFM terminology, the Meeting noted the work carried out in other ICAO Regions using the “Phraseology for the Exchange of ATFM Messages Handbook” dated February 2003, developed by the ATFM Task Force of the Multi-Agency Air Traffic Services Procedures Coordination Group (MAPCOG), which is a joint effort between EUROCONTROL, NAV CANADA and the FAA. Also noted was the work carried out by the FAA Air Traffic Control System Command Centre (ATCSCC) and the Japan Civil Aviation Bureau (JCAB) Air Traffic Management Centre (ATMC). It was recognized that the establishment of common terms and phrases that have not yet been established by ICAO were essential for the elimination of language barriers, and that differences in air traffic flow management terminology and phraseology, not yet standardized by ICAO, could also be a source of confusion during communications between international traffic management units. It was agreed that terminology will be a key element for the development of clear and concise communications and a pattern for the exchange of standard and consistent messages between international ATFM units. This work should go hand-in-hand with an effort by ICAO to standardize ATFM terms. In this regard, the Meeting considered that in order to have common and standard terminology for ATFM, the ATM Committee should review the aforementioned guidelines on terminology and phraseology, and use it as a basis for the development of guidelines for ATFM communications in the CAR/SAM Regions.

3.7.5 The Meeting noted the request made to GREPECAS by the Air Navigation Commission (ANC) with regard to the drafting of ATS contingency plans and its connection with Strategic Objective E: *Continuity – Maintain the Continuity of Aeronautical Operations*. Complimenting this task, the ANC has further requested GREPECAS to develop a regional catalogue of ATS contingency plans. It was noted that some CAR/SAM States had already harmonized their respective ATS contingency plans with Attachment D to Annex 11, and that others were in the process of preparing them, and it was requested that these plans be submitted to ICAO by June 2007 (Conc. 14/50).

3.7.6 The Meeting was informed on the preparation of a transition plan based on the guidelines of the Global Plan. It was considered necessary to encourage States, Territories, and international organizations to prepare their own national implementation strategy or action plan containing the work programme, timetable, responsible parties, and status of implementation, in order to monitor and report the progress made in said activities. In this regard, ICAO should continue coordinating said ATM programmes in keeping with the new Global Plan Initiatives and in support of ICAO Strategic Objectives (Conc. 14/51).

Report of the CNS Committee Meeting

3.8 The Meeting reviewed the report of the CNS Committee and considered matters related to the Action Plan for the *MEVA II / REDDIG Interconnection* prepared by the REDDIG Coordination Meeting (MR/4) and took note that all actions related to this Plan are expected to be carried out before 30 November 2007. The Meeting approved the Action Plan and reviewed the Memorandum of Understanding (MoU) for MEVA/II REDDIG interconnection requesting that it be adopted by REDDIG/MEVA member States (Conc. 14/52).

3.8.1 The Meeting reviewed the ATN Regional Implementation Plan highlighting the use of the IP protocol considering near term ICAO SARPS approval. The implementation of AMHS and AIDC were prioritized. The communication aspects necessary for the implementation of the new OPMET BUFR format was analyzed, and the CNS Committee and AERMET Subgroup were requested to conduct further analysis on this matter.

3.8.2 The Meeting noted that plans outlined by GREPECAS (Conc. 13/72) regarding air-ground data links are in line with the second amendment to the Global Plan (GPI 17). In reviewing the status of implementation of FASID Table CNAS 2A, amendments to that Table were introduced and it was requested that ICAO circulate the corresponding proposals for amendment (Conc. 14/35).

3.8.3 Regarding navigation, the Meeting considered that GNSS implementation, including SBAS and GBAS, will have to be based on operational requirements, as well as on technical and cost/benefit analyses that support the decision making process for implementation, based on the Reports of Projects RLA/00/009 and RLA/03/902. For SBAS implementation in the CAR SAM Regions, the Meeting considered that this system as a minimum, must support APV I capability (Dec. 14/55). The Meeting also considered that for the implementation of GNSS Non-Precision Approaches (NPA) – Lateral Navigation (LNAV) procedures, CAR/SAM States/Territories/International Organizations should initially use GPS with RAIM or the WAAS signal in space or those of other SBAS available systems, as well as the proper avionics capacity, and the continuous availability and accessibility that providers of these signals must guarantee. Regarding conventional radio navigation aids, the Meeting took note of the NDB deactivation plan in the CAR/SAM Regions (Conc. 14/56) and requested the CNS Committee to develop a corresponding NDB deactivation plan (Dec. 14/57).

3.8.4 Regarding surveillance, the Meeting took note of new types of surveillance systems such as multilateration and reviewed the initiative of the Global Air Navigation Plan on data link-based surveillance, ADS-C and ADS-B deployment, ADS-C and ADS-B implementation initiatives and updated the Regional Surveillance Plan; however, it was recognized that further consideration by the CNS Committee was required.

Agenda Item 4: Air Navigation planning and implementation deficiencies/problems in the CAR/SAM Regions.

4.1 The Meeting reviewed the ASB/7 Report and used it as the basis of its discussions. The Meeting reviewed the list of deficiencies presented as **Appendices A, B, C and D** and considered that because Appendix B listed deficiencies for broad regional action, that it should be eliminated (Dec. 14/58). In addition, discussions were carried out regarding the GREPECAS Air Navigation Deficiencies Database (GANDD), and it was noted that many of the problems with eliminating deficiencies are related to coordination. In this regard, it was agreed that the GANDD is a good tool to establish this coordination and that each State should nominate a National Coordinator for this purpose who will receive training on how to properly operate and update the GANDD (Conc. 14/59). The Meeting considered the concept of *last resort action* to be applied to the unresolved “U” type deficiencies after 31 December 2007, and noted that some inconsistencies in the classification of GREPECAS “U” deficiencies were evident due to non-standard criteria. In this regard, it was agreed to develop procedures for classifying and addressing “U” deficiencies and that an extraordinary meeting of the ASB should convene to review the matter (Dec. 14/60).

4.2 The Meeting discussed the possibility of ASB being more proactive and serving as a catalyst in the promotion of coordinated and harmonious work between the States/Territories and the Regional Offices with various ICAO undertakings, mainly those related to ICAO Strategic Objective A - Safety. In addition, the Meeting also discussed the following aspects: that special attention should be paid to those deficiencies that occurred in more than two States/Territories, the statistical *versus* the individual analysis of deficiencies, the need to prepare effective reports that can be used by the World Bank, among others, to fund the efforts of the States/Territories in eliminating/mitigating those deficiencies that require additional financial resources, etc.

4.3 The United States, on behalf of the Runway Strips and Runway End Safety Area Task Force of the AGA/AOP/SG, presented the Meeting with a proposal to rectify reported deficiencies on runway strips and runway end safety areas (RESA) by identifying two alternative means for international airports that are constrained by land and/or sea environments to achieve full or partial compliance with Annex 14, Volume I, Standards and Recommended Practices (SARP). In addition, the Meeting also was informed on how the Runway Strips and Runway End Safety Area Task Force of the AGA/AOP/SG carry out tasks to develop additional guidance material for airport authorities. In this regard, the Meeting provided States and Territories in the CAR/SAM Regions with a process to address identified deficiencies (Conc. 14/61).

Agenda Item 5: Management of the GREPECAS mechanism

5.1 The Meeting took note of the results of the ACG/6 Meeting. In this regard, GREPECAS administrative matters for the period 2006/2007 were considered. Among these matters, the GREPECAS Procedural Handbook was reviewed, the tentative meeting programme for 2008 was established, and the use of MS Project Manager by the contributory bodies per Decision ACG/3/01, and the use of Appendix B, corresponding to Item 1 of ACG/4, was urged.

5.2 The Meeting, noting that the ACG/7 Meeting was scheduled for March 2008, established the GREPECAS tentative meeting programme for 2008 (Dec. 14/62).

5.3 The Meeting followed with the revision of the GREPECAS and its Contributory Body Terms of Reference and Work Programmes. In this regard, it was agreed to discuss the status of the HR/SG during the ACG/7 Meeting in Lima in March 2008. Results of the discussions will be presented to GREPECAS/15. Considering the work carried out by the GREPECAS contributory bodies as presented in Agenda Items 2, 3, 4 and 5, the Meeting established the up-dated Terms of Reference and Work Programmes for the mentioned bodies (Dec. 14/63).

Agenda Item 6: Examination of GREPECAS outstanding Conclusions

6.1 In accordance with the standing practice and on the basis of uniform classification, the Meeting reviewed the status of implementation of outstanding GREPECAS Conclusions. In this regard, the Meeting agreed that 64 Conclusions were completed or superseded and 45 are still valid.

Agenda Item 7: Other Business

The WHTI/GEASA initiative

7.1 The Meeting took note of the activities being developed by GEASA, and that the forthcoming GEASA meeting would be held in Panama during the second semester of 2007. The States were asked to consider GEASA as a mechanism for supporting technical cooperation and were encouraged to participate in GEASA activities (Conc. 14/64).

Managing the environmental challenges of air transport

7.2 IATA presented information on environmental challenges facing air transport and highlighted the importance of CNS/ATM in managing the impact of aviation on the environment. In this regard, several areas and procedures where operational improvements could be made were noted. Recognizing that several actions have been taken to reduce the impact of emissions in the CAR/SAM Regions, it was recognized that there was still room for improving aircraft operational management to limit or reduce the impact of aircraft engine emissions. The Meeting agreed to include issues on environmental improvements in the work plan and activities programmed for the CAR/SAM Regions.

IFALPA

7.3 IFALPA informed the Meeting that the 62nd IFALPA Conference held in Dubrovnik, Croatia, in March 2007, resulted in a resolution urging implementation of ICAO Strategic Lateral Offset Procedures (SLOP) at the earliest opportunity.

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Follow-up to GREPECAS/14 Conclusions/Decisions — Action Plan

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
D 14/1 A , D	IMPLEMENTATION OF ALLPIRG/5 CONCLUSIONS BY GREPECAS	That the following conclusions of ALLPIRG/5 be studied by the concerned subgroups, that action be taken to implement them and that the outcome be presented to ensuing GREPECAS meetings: - Conclusions 5/2 and 5/5: AGA/AOP/SG - Conclusions 5/2, 5/4, 5/5, 5/7, 5/8, 5/9, 5/11, 5/13, 5/16 and 5/17: ATM/CNS/SG - Conclusions 5/2 and 5/5: AIS/MAP/SG - Conclusions 5/2 and 5/5: AERMET/SG - Conclusions 5/14 and 5/15: ASB - Conclusions 5/4: IA/TF	Allocate responsibility to contributory bodies Identify projects for implementation	GREPECAS AGA/AOP/SG ATM/CNS SG AIS/MAP/SG AERMET/SG ASB IA/TF	Implementation of Conclusions Updated work programmes of subgroups and other contributory bodies Develop Implementation projects	April 2007 April 2007 November 2008
C 14/2 A , D	IMPLEMENTATION OF ALLPIRG/5 CONCLUSIONS BY STATES	That States of the CAR/SAM Regions take action to implement the following conclusions of ALLPIRG/5: Conclusions 5/4, 5/5, 5/7, 5/8, 5/9, 5/11, 5/13 and 5/16	Implement conclusions	CAR/SAM States	ICAO State letter	July 2007
C 14/3 A , D	IMPLEMENTATION OF ALLPIRG/5 CONCLUSIONS BY INTERNATIONAL ORGANIZATIONS	That international organizations take action to implement the following conclusions of ALLPIRG/5: Conclusions 5/2, 5/4, 5/5, 5/7, 5/13 and 5/16	Implement conclusions	Intl organizations	ICAO State letter	July 2007
C 14/4 A , D	SMS IMPLEMENTATION AND INSTRUCTOR TRAINING COURSES	That the States, when planning SMS implementation: a) assign high priority to the implementation of these programmes; and b) when receiving training on safety management systems through the ICAO training programme, designate instructors to receive training courses with a view to the effective implementation of SMS in keeping with ICAO SARPS.	Follow-up determine States SMS Implementation Plans	Regional Offices	Determine number of instructors trained	Jul. 2009

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/5 A, D	GENERIC DOCUMENT CONCERNING AN AGREEMENT FOR THE ESTABLISHMENT OF A REGIONAL MULTINATIONAL ORGANIZATION	Whereas the most effective way to implement/consolidate multinational facilities, and manage and provide services is through the implementation of a Regional Multinational Organization (RMO), and that this requires a basic reference document to serve as basis for the States/Territories concerned to conduct the necessary studies: a) it is recommended that the States/Territories that are interested in implementing an RMO use the summarized Draft Agreement for the Establishment of a Regional Multinational Organization (RMO) shown in the attached Appendix A, the Draft Agreement for the Establishment, Operation, and Management of an RMO, shown in Appendix B, and the corresponding draft by-laws shown in Appendix C to this part of the Report; and b) the ICAO NACC and SAM Regional Offices are requested to follow-up on action taken by the States with respect to the implementation of an RMO, as appropriate.	Determine States interested in implementing a OMR	Regional Office	ICAO State letter	Dec. 2008
C 14/6 A, D	NEW TECHNICAL COOPERATION PROJECT TO FACILITATE THE IMPLEMENTATION OF A REGIONAL MULTINATIONAL ORGANISATION (RMO)	Based on GREPECAS guidelines for the implementation of multinational facilities, the States interested in implementing RMOs should consider, in coordination with ICAO, the formulation of a technical cooperation project that includes an agreement for its establishment, operation, and management, taking into account the possible objectives contained in Appendix D to this part of the Report.	Interested States in formulating a technical cooperation project.	Regional Office	Draft of technical cooperation project document.	Feb. 2009
C 14/7(*) B	AVSEC IMPLEMENTATION SURVEY	That ICAO conduct an AVSEC Survey by 1 September 2006, to determine compliance of Annex 17 standards regarding the National Civil Aviation Security Programme, National Aviation Security Quality Control Programme, Cargo Security Programme and Operator Aviation Security.	Implement conclusion	CAR/SAM States	ICAO State letter	Implemented
C 14/8 B	RECRUITMENT OF AVSEC PROFESSIONALS	That the States: a) review the ICAO prerequisites and forward this information to AVSEC qualified individuals in their administrations; and b) encourage qualified individuals to apply to ICAO to assist other States with the enhancement of their AVSEC Programmes. Conclusion 5/2	Implement conclusions	CAR/SAM States	ICAO States letter	Oct. 2007

TBD = To be determined

(*) Conclusion pre-approved by GREPECAS Members on 15 September 2006

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/9 B	ICAO MACHINE READABLE TRAVEL DOCUMENT (MRTD) TRAINING INITIATIVE	That ICAO: a) study the possibility of establishing a course for Machine Readable Travel Documents (MRTD) addressed to aviation security personnel using TRAINAIR methodology in coordination with the Security and Facilitation Branch; b) develop an Aviation Security Training Package for MRTD before year 2010 to assist States in implementation; and c) encourage States to support the implementation of MRTD using ICAO standards for effective aviation security counter measures through efficient boundary migratory control, to facilitate the exchange of database information of migratory movements and offer increased reliability in the MRTD control by using biometric information and e-passports.	Study feasibility, identify projects, and implement conclusion	ICAO HQ	Allocate tasks	TBD
C 14/10 B	HOLD BAGGAGE SCREENING (HBS) GUIDANCE MATERIAL	That the GREPECAS Secretary forward the technical details related to the functioning of HBS systems and the action plan for negotiation, parts acquisition, maintenance and training in AVSEC screening equipment for consideration for inclusion as guidance material in the Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference (Doc. 8973 - Restricted). Conclusion 5/4	Implementation of conclusion Study feasibility for implementation of conclusion	GREPECAS ICAO HQ	Inter-Office Memorandum Allocate tasks	TBD TBD
C 14/11 B	IDENTIFICATION OF COMMON CRITERIA IN QUALITY CONTROL PROGRAMMES	That ICAO study the feasibility of implementing a secure website within the existing communication system with the States in order for them to share their Quality Control Programmes with other States. Conclusion 5/5	Study feasibility, identify projects-and implement conclusion	ICAO HQ	Allocate tasks	TBD
C 14/12 B	CARGO SECURITY PROGRAMME WORKSHOP	That ICAO develop a Cargo Security Workshop as a matter of urgency to assist States in the development of their National Cargo Security Programme. Conclusion 5/7	Identify projects for implementation of conclusion	ICAO HQ	Allocate tasks	TBD
C 14/13 B	PASSENGER/CABIN BAGGAGE SCREENING SEMINAR	That ICAO make the necessary coordination to guarantee the convening of the Passenger/Cabin Baggage Screening Seminar/Meeting to provide States with updated information on screening techniques and advanced technology.	Identify projects for implementation	ICAO HQ	Allocate tasks	Nov. 2007

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/14 (*) B	AVSEC POINT OF CONTACT (PoC) NETWORK	That the States: a) review the criteria and designate the appropriate authority to receive and transmit imminent threats to civil air transport operations through this Network; and b) before 30 September 2006, provide ICAO with the Aviation Security Point of Contact (PoC) using the appropriate form. Conclusion 5/12	Implement conclusions	CAR/SAM States	ICAO State letter	Implemented
C 14/15 A, D, E	REVIEW OF AGREEMENTS BETWEEN CIVIL AVIATION ADMINISTRATIONS AND MET AUTHORITIES IN CAR STATES/ TERRITORIES	That CAR States/Territories that have delegated the provision of aeronautical meteorological services to the national meteorological service review their agreements with the meteorological authorities in order to improve the service and the rate of response to aeronautical meteorology communications received from the NACC Regional Office.	Implement conclusion	CAR/SAM States	ICAO State letter	June 2007
C 14/16 A, D	CALL PLAN DIAGRAM OF THE AERODROME VOLCANIC ASH EMERGENCY COMMITTEE	That CAR/SAM States/Territories use the call plan diagram, which includes contact information (name, position, telephone and cellular phone) of all members of the aerodrome volcanic ash emergency committee, as shown in Appendix I to this part of the Report.	Implement conclusion	CAR/SAM States	ICAO State letter	June 2007
C 14/17 A	POST-FLIGHT RECORDING AND REPORTING IN THE CAR/SAM REGIONS	That IATA request airlines operating on CAR/SAM air routes to record and report special aircraft observations of pre-eruption volcanic activity, volcanic activity, or volcanic ash clouds on the special volcanic activity air-report (VAR) form, as specified in Annex 3 and PANS ATM, Doc 4444.	Implement conclusion	IATA	ICAO State letter	June 2007
C 14/18 A	USE OF THE TEMPLATE FOR SIGMET AND AIRMET MESSAGES AND SPECIAL AIR-REPORTS (UPLINK)	That CAR/SAM States/Territories update their procedures in order to make strict use of the template for SIGMET and AIRMET messages and special air-reports (uplink), particularly regarding the location indicator and the name of the FIR/CTA for which the SIGMET is being issued, at the beginning of the second line of the message.	Implement conclusion	CAR/SAM States	ICAO State letter	June 2007

TBD = To be determined

(*) Conclusion pre-approved by GREPECAS Members on 15 September 2006

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/19 A	OPMET EXCHANGE CONTROLS IN THE CAR/SAM REGIONS	That, in order to improve the quality and availability of OPMET information in the CAR/SAM Regions: a) the Brasilia International OPMET Data Bank submit the results of OPMET studies and controls directly to those responsible for OPMET control in the CAR/SAM States/Territories; and b) the States/Territories establish procedures for controlling the quality and availability of OPMET data in their aerodromes.	Implement conclusion	Brasilia OPMET International Data Bank CAR/SAM States	ICAO State letter	June 2007
C 14/20 E	GLOBAL OPMET DATA CONTROLS	That, in order to improve the reliability of global periodic assessments of OPMET data availability, the SADISOPSG consider the possibility of identifying in Annex 1 to the SADIS User's Guide those aerodromes that issue OPMET data 24 hours a day.	Study possibility	SADISOPSG	SADISOPSG Secretary	TBD
C 14/21 E	REVIEW OF THE TRANSITION TO THE BUFR CODE	That ICAO, in order to reduce the possible adverse impact of the transition from the traditional alphanumeric codes to BUFR-coded OPMET messages on the aeronautical community, invite WMO to review, as a matter of urgency, its plans to use BUFR-coded OPMET information.	ANC Decision	ICAO HQ	Allocate action	TBD
C 14/22 E	CAR/SAM FASID TABLE MET 1A	That Table MET 1A of the CAR/SAM FASID be amended, deleting column 6 (Areas of Coverage of Charts) and column 7 (AFTN Routing Areas).	Implement conclusion	ICAO SAM Office	Prepare and circulate proposal of amendment	September 2007

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/23 E	AMENDMENT PROCEDURES FOR TAF AND TREND REQUIREMENTS	That, in order to ensure the currency of information related to the provision of TAF and TREND forecasts to be included in the global database, as of March 2007: a) annual consultations with CAR/SAM States/Territories be carried out in March concerning the issuance of TAFs and TRENDS; b) changes be submitted to the AERMETSG and GREPECAS; c) formal consultations and amendments to the CAR/SAM FASID be made annually by November; and d) the Lima and Mexico Offices forward the amendments to the ICAO MET Section for the updating of the global database annually in December, as appropriate	Implement conclusion	ICAO NACC and SAM Offices	ICAO State letter	June 2007
C 14/24 E	CAR/SAM FASID TABLE MET 2A	That: a) CAR/SAM FASID Table MET 2A be amended to only include a URL link to the global database with "Availability of OPMET information (METAR/SPECI and TAF) required in ISCS and SADIS", placed below the title; and b) a new table with OPMET exchange requirements (METAR/SPECI and TAF) in CAR/SAM States/Territories be included in the CAR/SAM ANP.	Implement conclusion	ICAO SAM Office	Prepare and circulate proposal of amendment	September 2007
C 14/25 E	CURRENCY OF THE INFORMATION CONTAINED IN THE OPMET DATABASE (METAR/SPECI AND TAF)	That, in order to ensure the currency of the OPMET database (METAR/SPECI and TAF) that needs to be available in ISCS and SADIS, as of March 2007, the Lima and Mexico Offices, on an annual basis, reconfirm with the relevant States/Territories their agreements for the provision of the OPMET data contained in Annex 1 to the SADIS User's Guide (SUG) on aerodromes not included in Table AOP of the CAR/SAM FASID.	Implement conclusion	ICAO SAM Office	ICAO State letter	June 2007
C 14/26 E	CAR/SAM FASID TABLE MET 2B	That, a) Table MET 2B of the CAR/SAM FASID be eliminated; and b) an operational table listing SIGMET exchange requirements in CAR/SAM States/Territories be included as an Appendix to the CAR/SAM SIGMET Guide.	Implement conclusion	ICAO SAM Office	Prepare and circulate proposal of amendment	September 2007

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/27 E	ATS/AIS/MET/PILOT COORDINATION SEMINAR	That ICAO, in coordination with WMO, organise an ATS/AIS/MET/Pilot Coordination Seminal for the CAR/SAM Regions.	Organize the seminar	ICAO HQ	Allocate action	TBD
C 14/28 E	SPECIAL IMPLEMENTATION PROJECT (SIP) FOR THE CAR REGION	That ICAO consider the need of establishing a MET Special Implementation Project for the CAR Region, in order to study and recommend measures for various CAR States/Territories with the purpose of solving specifically the problems affecting MET services. <i>Note: In order to join efforts for proposing solutions to aeronautical meteorology deficiencies, consideration could be given to the possibility of implementing the SIP in coordination with WMO.</i>	Establishment of SIP	ICAO HQ	Consider the SIP	TBD
C 14/29 A	ENGLISH SPEAKING WORKSHOP ON EMERGENCY PLANS AND EMERGENCY OPERATIONS CENTRES (EOC)	That ICAO, a) coordinate the convening of an English speaking workshop on Emergency Plans and Emergency Operations Centres (EOC) in accordance with GREPECAS Conclusion 13/33, to be conducted by the NACC Office, in view that most of their States are English speaking; b) encourage States/Territories to reply to the Survey on Emergency Plans and Emergency Operations Centres and send said information to the ICAO NACC and SAM Regional Offices as soon as possible; and, c) encourage States/Territories and International Organizations to participate in events of this type in a more active manner.	State/Territory Letters State/Territory Letters	NACC Office (SAM Office Support)	States/Territory Training Translation of the Guide Developer during the Workshop for Spanish Status (first workshop)	December 2007 December 2008

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/30 A	PROPOSAL TO IDENTIFY POSSIBLE DIFFERENCES BETWEEN THE LEVEL OF PROTECTION FOR RESCUE AND FIRE FIGHTING SERVICES (TABLE AOP-1)	That, a) ICAO study the possibility to modify and incorporate data for Column 3 in the ICAO Air Navigation Plan, Doc 8733, Volume II - FASID, Part III – AOP by including new text that the aircraft type, with its respective model, be used to determine the RFF CAT to be included as an additional data entry. That is, Column 3 will consider two data entries (RFF category and aircraft type/model), not one; and, b) States/Territories review current data in Column 3 in the rescue and fire fighting category, taking into account the type and model of the aircraft.	Letter/E-mail	ICAO HQ	Adjusted Table AOP-1	TBD
			State/Territory Letters	States/Territories	Corrected information on Column 3 of Table AOP-1	TBD
C 14/31 A	AERODROME CERTIFICATION/ SAFETY MANAGEMENT SYSTEMS (SMS)	That, a) ICAO re-circulate the surveys on Aerodrome Certification/Safety Management Systems (SMS) among States/Territories during the first semester 2007; b) States/Territories duly complete and return the complete surveys on Aerodrome Certification/Safety Management Systems (SMS), as soon as possible, and no later than two months after the circulation date.	State/Territory Letters Setter to the Regional Offices	NACC and SAM Offices States/Territories	Updated information on the Aerodrome Certification and SMS implementation (Identification of training needs)	First semester 2007 Second semester 2007
C 14/32 A	SEMINAR/WORKSHOP ON AERONAUTICAL STUDIES FOR RESAs, RUNWAY STRIPS AND OBSTACLES	That ICAO: a) encourage CAR/SAM States/Territories to attend the Seminar/Workshop on Aeronautical Studies being planned by the ICAO NACC Regional Office, to serve as a forum to discuss aeronautical studies in the AGA area, mainly regarding RESAs, runway strips and obstacles. b) study the possibility that the first two days of the Seminar/Workshop consider specific problems regarding RESAs and runway strips where specifically permitted by Annex 14.	State/Territory Letters	NACC Office Workshop coordination	Training of airport professionals on aeronautical studies	December 2007
C 14/33 A	AMENDMENTS TO THE CAR/SAM AIR NAVIGATION PLAN	That Brazil send its request to the ICAO SAM Office, with the necessary complementary data, in accordance with CAR/SAM Air Navigation Plan, Volume II – FASID, Table AOP-1 requirements, in order to circulate the corresponding proposal of amendment.	Setter from the State to the SAM Office	Brazil	Amendment to Table AOP-1, FASID	First semester 2008

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/34 A	DOWN SLOPE OF THE RUNWAY STRIP LOCATED BEYOND THE LEVELLED PORTION	That ICAO study the indication of the maximum up and down slope to the segment located beyond the portion leveled in the runway strip, measured in the sense of runway distancing, contained in Annex 14, Volume I, Chapter 3.	Letter/E-mail	ICAO HQ	Revised Standard	TBD
C 14/35 A	AIMING POINT MARKING STRIPE WIDTHS FOR RUNWAYS LESS THAN 30 m WIDE	That ICAO study the standard regarding aiming point marking stripe widths that overlap with the runway lateral stripe when less than 30 m wide.	Letter/E-mail	ICAO HQ	Revised Standard	TBD
C 14/36 A, D	REQUIREMENTS FOR THE IMPLEMENTATION OF QUALITY MANAGEMENT SYSTEMS FOR AIM IN THE CAR/SAM REGIONS	That the States and Territories of the CAR/SAM Regions, bearing in mind the advantages offered by the standardized application of guidelines and procedures for the implementation of quality management systems in their AIM services, adopt and apply: a) Part – 4 of the Guidance Manual for the Implementation of an AIM Quality Management System for the CAR/SAM Regions; related to the selection, proficiency, training and qualification for the personnel of the Aeronautical Information Service, as presented in Appendix N to this part of the Report. b) the procedures of verification and validation of aeronautical data contained in Appendix O to this part of the report which will be included in the contents of the Guidance Manual for the Implementation of an AIM Quality Management System; c) the procedures to conduct quality audits in the AIM areas (see Appendix P to this part of the report, in order to ensure the effective development of this process in the CAR/SAM Regions, in accordance with the AIS Quality Guidance Manual; and d) the necessary resources and mechanisms to ensure the activation of a lead auditors team to ensure the performance of quality audits in the AIM services of the CAR/SAM Regions	Implement conclusion	AIS/MAP/SG	programmes of subgroups and other contributory bodies	TBD

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/37 A, D	CONSOLIDATION OF THE CAR/SAM DIGITAL VFR AERONAUTICAL CHARTS PROJECT	That ICAO NACC and SAM Regional Offices work in a coordinated manner to achieve the CAR/SAM Digital VFR Aeronautical Charts Project by the end of 2008: a) with PAIGH, in order to foster the production of VFR digital aeronautical charts on a common standards and procedures basis; and b) through the establishment of a technical co-operation programme funding mechanism by ICAO.	Identify projects for implementation	AIS/MAP/SG	Develop Implementation projects	Dec. 2008
C 14/38 A, D	AIP AUDITS ASSISTANT (AAA) PROCESS INTEGRATION IN THE CAR/SAM AIS	That States/Territories/International Organizations: a) consider integrating the AAA, which can be downloaded for free at web page http://www.eurocontrol.int/aim/public/standard_page/tools_aaa.html in the CAR/SAM AIS so as to improve the AIP production process through the assessment and application of AAA during an experimental period; and b) develop a report on its use, shown in the Appendix S to this part of the Report, to be presented to the NACC and SAM Regional Offices by 31 January 2008 .	Implement conclusion	AIS/MAP/SG	Develop Implementation projects	31 January 2008
C 14/39 A, D	ACTIONS FOR THE USE OF GEOGRAPHIC INFORMATION SYSTEMS (GIS) IN THE CAR/SAM REGIONS AIM SERVICES	That, taking into account the appropriateness of evolving towards the concept of digital aeronautical information management by electronic means in the CAR/SAM Regions, and that the use of Geographic Information Systems (GIS) could contribute directly and positively with these requirements, by end of 2008: a) CAR/SAM States and Territories consider the implementation of Geographical Information Systems (GIS) in AIM services as automated support for the electronic display of AIP and aeronautical chart information, and take action to permit training of AIS personnel on the practical management of GIS, in order to facilitate the implementation and operation of these systems in their AIS services; and b) the NACC and SAM Regional Offices take the necessary action to consider within relevant regional technical co-operation regional projects, the implementation requirements of Geographic Information Systems (GIS) as automated support for the activities of AIM services in the CAR/SAM Regions, in direct support of CNS/ATM.	Implement conclusion	AIS/MAP/SG	Develop Implementation projects	Dec. 2008

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/40 A, D	COMPLIANCE WITH SARPS CONTAINED IN CHAPTER 10 OF ICAO ANNEX 15 (ELECTRONIC TERRAIN AND OBSTACLE DATA)	That, the States and Territories of the CAR and SAM Regions, with a view to ensuring the provision of electronic terrain and obstacle data, take action in order to: a) include in their planning as soon as possible, the implementation of all required procedures to ensure that electronic terrain and obstacle data be provided in the period between 20 November 2008 (Annex 15, 10.6.1.1) and 18 November 2010 (Annex 15, 10.6.1.2), respectively, as established; b) ensure effective compliance of item a), through the establishment of a specialist team in charge of the development of corresponding technical studies on this matter; c) put into practice an action plan oriented to the collection of sets of electronic terrain and obstacle data for their classification, storage and availability in digital databases, in accordance with the contents and structure specified in Appendix 8 to ICAO Annex 15; and d) ensure the effective availability of electronic terrain and obstacle data of the State's national territory through coordination with national geographic institutes to have available aeronautical Visual Flight Charts (VFR), in digital format, at scales between 1:250,000 and 1:1,000,000, respectively.	Implement conclusion	AIS/MAP/SG	Develop Implementation projects	20 November 2008 18 November 2010
C 14/41 A, D	CAR/SAM FASID TABLE AIS-4	That, in compliance with CAR/SAM/3 RAN Recommendation 12/5, and based on the work carried out on this matter by both NACC and SAM Regional Offices and GREPECAS, and considering also that this is an operational requirement for the CAR/SAM Regions: a) the CAR/SAM States that have not yet done so, send to the ICAO Regional Offices FASID Table AIS-4 as presented in Appendix T to this part of the Report; b) with that information, the ICAO NACC and SAM Regional Offices make the proposal for amendment to incorporate FASID Table AIS-4 - Requirements for Integrated Aeronautical Information Package at International Airports in the contents of Doc 8733, CAR/SAM Air Navigation Plan, Volume II, FASID by the end August 2007; and c) concerned ICAO Regional Offices take the necessary actions in order to ensure that CAR/SAM States comply with maintaining the information of FASID Table AIS-4 duly updated.	Implement conclusion	AIS/MAP/SG	ICAO State letter	31 July 2007

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
D 14/42 A, D	CHANGE OF NAME OF THE AIS/MAP SUBGROUP TO AERONAUTICAL INFORMATION MANAGEMENT (AIM) SUBGROUP	That, in order to frame it within the conceptual environment of the electronic exchange of digital aeronautical data, the name of the AIS/MAP Subgroup is changed to Aeronautical Information Management (AIM) Subgroup (AIM/SG) , whose terms of reference and work programme are shown in Appendix G to Agenda Item 5.2 of this Report.	Implement decision	AIS/MAP/SG	Updated work programmes of subgroups and other contributory bodies	---
C 14/43 D	AGREEMENTS FOR ATM AUTOMATED SYSTEMS INTERFACE	That CAR/SAM States/Territories/International Organizations: a) take into account technical feasibility studies and operational benefits, and coordinate the establishment of bilateral and multilateral agreements for the interface of automated systems between adjacent units; b) use guidance material specified as the "Interface Control Document for Data Communications between ATS Units in the Caribbean and South American Regions (CAR/SAM ICD)," included in Appendix 4A to this part of the Report, keeping in mind that: i) ICAO guidance material contained in said document is applicable at the regional level; ii) material within the document that does not comply with ICAO guidelines, should be used only as reference and would be agreed on a bilateral or multilateral basis as required; and c) the automated facilities that have another interface can use this advantage in order to link their systems under bilateral or multilateral agreements..	to establish bilateral and multilateral agreements to use the ICD analysis of other interfaces	States/Territories/ International Organizations States/Territories/ International Organizations States/Territories/ International Organizations	Agreements on Interfacing ATS Automated Systems ²	GREPECAS/15

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/44 D	ESTABLISHMENT OF AN ACTION PLAN FOR THE INTERFACE OF ATM AUTOMATED SYSTEMS	That CAR/SAM States/Territories/International Organizations, formulate an action plan to interface ATM automated systems, which includes: a) the assignment of an expert as point of contact to carry out regional coordination work for the interface of ATM automated systems; b) the analysis of the current service level provided by ATS automated systems, as well as requirements to satisfy future operational applications of the ATM community using the Table of ATS Operational Requirements for Automated Systems, included in Appendix 4B to this part of the Report; and c) document the action plan and share best practices and experiences with other States/Territories/International Organizations, as required	designate points of contact implement this conclusion implement this conclusion	States/Territories/ International Organizations States/Territories/ International Organizations States/Territories/ International Organizations	Action Plan for the interface of ATM automated systems	GREPECAS/15
C 14/45 D	TRAINING ON THE ANALYSIS OF LARGE HEIGHT DEVIATIONS (LHD)	That, taking into account the need to have qualified experts available to assist in the activities of the GTE, the CAR and SAM States/Territories/International Organizations: support training on analysis of Large Height Deviations as part of regional activities; send technical experts to the training sessions envisaging those experts becoming regular participants of the GTE; and that ICAO take the necessary actions to coordinate GTE training sessions in each Region.	Support training Send technical experts to training sessions Coordinate training sessions	States/Territories/ International Organizations States/Territories/ International Organizations ICAO Regional Offices	Experts trained State letter	Nov 2008 Nov 2008 March 2008
C 14/46 D	CAR/SAM ROADMAP FOR PBN	That States/Territories and International Organizations adopt and apply the CAR/SAM Roadmap for PBN as shown in Appendix XX to this part of the report.	To apply the Road Map for PBN	States/Territories/ International Organizations	Harmonized implementation of PBN	Short term 2010 Medium term 2011/2015
C 14/47 D	SAFETY ASSESSMENT SEMINARS AND METHODOLOGY	That ICAO: a) promote seminars related to safety assessments, aiming at the preparation of personnel to work in the future PBN implementation; b) encourage safety airspace and separation panel (SASP) to develop a common methodology for safety assessment in terminal areas.	To coordinate safety assessment activities To ICAO encourage SASP to develop a common methodology for safety in TMA.	ICAO Regional Offices ICAO HQ	Safety assessment seminars Common methodology for safety evaluations in TMA	2008 TBD

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/48 C, D	ATFM OPERATIONAL AGREEMENTS	That CAR and SAM States/Territories/International Organizations, which so require and that have not done so, when reviewing operational bilateral agreements among ATS units include balance measures between demand and capacity not later than 30 November 2007	To revise ATS operational agreements	States/Territories/ International Organizations	To include balance measures between demand and capacity in ATS operational agreements	Nov. 2008
C 14/49 C, D	ADOPTION OF THE CAR AND SAM ATFM CONCEPT OF OPERATIONS (ATFM CAR/SAM CONOPS)	That the CAR and SAM States/Territories and International Organizations: a) adopt the CAR and SAM ATFM Concept of Operations (ATFM CONOPS) shown in Appendix X to this part of the report; and b) establish a work program to enable the implementation of the ATFM CONOPS.	To adopt CAR/SAM ATFM CONOPS To establish a work programme for ATFM implementation	States/Territories/ International Organizations	CAR/SAM CONOPS	GREPECAS/15
C 14/50 D, E	CATALOGUE OF CAR/SAM ATS CONTINGENCY PLANS	That: a) the model Catalogue of CAR/SAM ATS contingency plans, shown in Appendix Y to this part of the report, is adopted; and b) CAR/SAM States/Territories/International Organization send the updated information to ICAO, before 1st July 2007, for its inclusion in said document.	Adoption of Model Catalogue To send information to NACC and SAM Regional Offices	GREPECAS States/Territories/ International Organizations	Model adopted ATS contingency plan catalogue completed	Dec. 2007 Nov. 2008
C 14/51 D	RE-ORGANIZATION OF THE WORK PROGRAMMES TO SUPPORT THE ATM PERFORMANCE OBJECTIVES FOR THE CAR AND SAM REGIONS	That, to support the evolution from a system-based towards a performance-based approach for the planning and implementation of air navigation infrastructure: a) CAR/SAM States, Territories and International Organizations take the necessary actions to develop and implement national ATM work programmes in accordance with the performance objectives; and b) ICAO continue the coordination to re-organize the CAR/SAM ATM Work Programmes in accordance with the new Global Plan Initiatives (GPI) and to support ICAO Strategic Objectives.	To develop and implement an ATM work programme oriented to performance objectives To continue with the re-organization of the ATM programme according with the GPIs and ICAO Strategic Objectives	States/Territories/ International Organizations ICAO Regional Offices	Harmonize ATM performance objectives implemented ATM work programme aligned with performance objectives and ICAO Strategic Objectives	Dec. 2009 Oct. 2008

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/52	REVIEW FOR THE ADOPTION OF THE MEMORANDUM OF UNDERSTANDING AND IMPLEMENTATION OF THE ACTION PLAN FOR THE MEVA II / REDDIG INTERCONNECTION	That in order to implement the interconnection of the VSAT MEVA II and the organization of the REDDIG networks, the Member States/Territories/International Organizations of these networks: a) study and review the feasibility to adopt the Memorandum of Understanding (MoU); and b) approve and implement the tasks related to the Action Plan presented in Appendix B to this part of the report.	Review and adopt the MoU Implement the Action Plan	States and Intl. Organizations States and Intl. Organizations	Signed MoU Implementation interconnection	May 2007 November 2007
C 14/53	UPDATING OF THE AMS AND AMSS REGIONAL PLAN	That ICAO forward the proposal for amendment to the CAR/SAM Regional Plan for the Aeronautical Mobile Service (AMS) and the Aeronautical Mobile Satellite Service (AMSS), included in the Table CNS 2A of the FASID, as presented in Appendix A to this part of the Report.	Forward the proposal for amendment	ICAO Regional Offices	Amendment approved	November 2007
D 14/54	COMMUNICATION ASPECTS FOR THE MIGRATION TOWARDS THE METEOROLOGICAL MESSAGE EXCHANGE IN BUFR CODE	That the ATN Task Force of the CNS Committee, as well as the COM/MET Task Force of AERMET Subgroup, analyse in detail the following communication aspects considered necessary for the migration towards the meteorological message exchange in BUFR format in the CAR/SAM Regions for possible implementation for the first and second transition stages: a) use of terminals with coding/decoding capacity; b) use of AMHS systems with extended service; and c) develop of an interface control document (ICD) to integrate AMHS and MET systems, establish of standards for presentation systems, specification for the conversion of templates and security aspects.	Developed Decision	AERMET SG and CNS Committee	Regional guidance	August 2008
D 14/55	APV I CAPABILITY AS A MINIMUM PERFORMANCE REQUIREMENT FOR THE CAR/SAM REGIONAL SBAS IMPLEMENTATION	That in order to coordinate the initiatives and projects for the SBAS solutions proposed for the CAR/SAM Regions, the CNS Committee must keep in mind that they be capable of achieving at least APV I capability.	Developed Decision	CNS Committee	Guidance of work	August 2008

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/56	PROGRESSIVE DEACTIVATION OF NDB STATIONS	<p>That in order to develop progressive deactivation of NDB Stations without affecting safety, States, Territories, International Organizations and airspace users:</p> <p>a) analyse the service provided by each NDB station, its function, procedural existence with other aids such as VOR/DME, GNSS-RNAV, as well as the aircraft capacity/development that operate in serviced airspace;</p> <p>b) based on the analysis described in item a) above and in the Table format included in the Appendix AF to this part of the Report, develop a plan for the progressive deactivation of NDB stations; and</p> <p>c) inform the corresponding ICAO NACC or SAM Regional Office regarding their respective plan for the progressive deactivation of NDB stations before 30 November 2007.</p>	Developed Conclusion	States and Intl. Organizations	Progressive deactivation of NDB stations	November 2007
D 14/57	DEVELOPMENT OF A REGIONAL PLAN FOR THE PROGRESSIVE DEACTIVATION OF NDB STATIONS	<p>That the CNS Committee:</p> <p>a) prepare a regional plan for the progressive deactivation of NDB stations, taking into account the responses received from States, Territories, International Organizations and airspace users, Conclusion 14/X and the Table presented in the Appendix AF to this part of the Report; and</p> <p>b) based on the results of item a) above, propose the corresponding amendments to Table CNS 3 of the FASID.</p>	<p>Developed Decisión</p> <p>Proposed Amendment</p>	CNS Committee	<p>NDB stations deactivation plan</p> <p>Proposal of amendment</p>	August 2008
D 14/58	ELIMINATION OF APPENDIX B	<p>That,</p> <p>a) GREPECAS move deficiencies classified as region-wide deficiencies from Appendix B into Appendix A Specific Deficiencies, showing still unresolved deficiencies in association with the specific State/Territory;</p> <p>b) once the action specified in the previous paragraph has been completed, Appendix B be eliminated.</p>	Implement the Decision	ICAO Regional Offices	Appendix A Specific Deficiencies updated	March 2008

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/59	NATIONAL COORDINATOR RESPONSIBLE FOR UPDATING THE GREPECAS AIR NAVIGATION DEFICIENCY DATABASE	That, a) the States/Territories designate a National Coordinator responsible for updating the GREPECAS Air Navigation Deficiency Database (GANDD); b) the name, e-mail address, phone and fax numbers, etc., of the National Coordinator be forwarded to the ICAO Regional Offices no later than 31 May 2007; and c) the Regional Offices foster a workshop to train identified National Coordinators, so that they can fully master all aspects concerning the GANDD.	Provide the info to ROs Develop the workshop	States ICAO ROs	National Coordinator Database Workshop on GANDD	May 2007
D 14/60	PROCEDURES FOR CLASSIFYING AND ADDRESSING GREPECAS "U" DEFICIENCIES	That, a) the ICAO Regional Offices, in accordance with the Uniform Methodology of the Council, develop procedures for classifying and addressing GREPECAS deficiencies, which should contain at a minimum the following: i) common classification criteria; ii) procedure for using the database; iii) reports on deficiencies to be submitted to GREPECAS; iv) the responsibility of the States for database maintenance; v) the responsibility of the States for presenting action plans to correct deficiencies; vi) the responsibility of the Regional Offices for completing coordination; vii) follow-up of deficiencies, etc. b) the procedures referred to in the previous paragraph be sent to the members of GREPECAS for approval, using the Fast-Track System; c) once the procedures are approved, the Regional Offices apply it to "U" deficiencies contained in the GANDD; d) the Secretary of GREPECAS convene a meeting of the ASB for the first quarter of 2008.	GREPECAS Secretary	Regional Offices	a) Procedures for classifying and addressing GREPECAS deficiencies b) Updated U deficiencies report	November 2007 March 2008

TBD = To be determined

GREPECAS/14 -Attachment to Executive Summary/GREPECAS/14

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Deliverable	Target date
C 14/61	ANALYSIS OF RUNWAY END SAFETY AREA (RESA) AND RUNWAY STRIP DEFICIENCIES	a) That States and Territories of the CAR/SAM Regions, as applicable, submit to ICAO Regional Offices, not later than January 2008, for further analysis by the GREPECAS AGA/AOP/SG;	a) States/Territories	a) States/Territories	Provide alternatives to solve RESA and Runway Strip deficiencies	November 2008
		i) specific runway ends and/or full runways that are in non-compliance with RESA and/or runway strip SARPs, in order to define possible mitigation alternatives; ii) alternatives that provide resolution of deficiencies with RESA and/or runway strip SARPs; and b) the ICAO Regional Offices send the information referred to in i) and ii) to the AGA/AOP/SG Subgroup so the RESA/Runway Strip Task Force may analyze alternative means to achieve compliance with the respective ICAO standards.	b) Regional Offices	b) Regional Offices	WP to AGA/AOP/SG	November 2008
D 14/62	TENTATIVE PROGRAMME OF MEETINGS FOR 2008	The tentative programme of meetings for 2008 is approved, as shown in Appendix K to this part of the Report.				-----
D 14/63	TERMS OF REFERENCE, WORK PROGRAMME, AND COMPOSITION OF GREPECAS CONTRIBUTORY BODIES	GREPECAS approves the Terms of Reference, Work Programme, and composition of its contributory bodies, as shown in Appendices A to J to this part of the Report.				-----
C 14/64	WHTI/GEASSA ACTIVITIES	That States/Territories/International Organizations: a) consider GEASSA as an important means for supporting regional technical cooperation; and b) participate in the activities of GEASSA as they deem appropriate.	Regional Offices	States		-----

* **Note:** ICAO has established the following Strategic Objectives for the period 2005-2010:

A: Safety - Enhance global civil aviation safety; **B: Security** - Enhance global civil aviation security; **C: Environmental Protection** - Minimize the adverse effect of global civil aviation on the environment; **D: Efficiency** - Enhance the efficiency of aviation operations; **E: Continuity** - Maintain the continuity of aviation operations; **F: Rule of Law** - Strengthen law governing international civil aviation.

TBD = To be determined