



**Agenda Item 1: Follow-up status of GREPECAS conclusions and decisions in force and air navigation deficiencies in the CAR/SAM Regions with “U” priority**

**1.1 Review of the status of implementation of the GREPECAS conclusions and decisions in force**

**PROGRESS IN THE IMPLEMENTATION OF VALID CONCLUSIONS AND DECISION OF GREPECAS**

(Presented by the Secretariat)

<b>RESUMEN</b>	
This paper provides information on the progress to date of the implementation of GREPECAS conclusions and decisions in force.	
<b>REFERENCIAS</b>	
<ul style="list-style-type: none"><li>• Report of the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17) (Cochabamba, Bolivia (Plurinational State of), 21 to 25 July 2014).</li><li>• Session 198 of the Air navigation commission Item 19820 (Montreal Canada, 26 February 2015).</li></ul>	
ICAO Strategic Objectives:	<i>A – Safety</i> <i>B – Air Navigation capacity and efficiency</i> <i>E - Environmental Protection</i>

**1. Introduction**

1.1 The GREPECAS/17 meeting noted that during the second meeting of the Programmes and Projects Review Committee (PPRC/2) of GREPECAS, participating States analysed the status of implementation of GREPECAS conclusions and decisions considered valid by the PPRC/1 meeting, as well as the actions taken by the States/Territories/International organizations of CAR/SAM Regions and/or the ICAO Secretariat and it was considered that all pending GREPECAS conclusions and decisions had been finalized.

1.2 Likewise the meeting recalled that the PPRC/2 analysed the draft conclusions and decisions formulated by the first meeting of the PPRC/1 which had been circulated to the States through the GREPECAS fast-track mechanism and concluded that same had been finalized or rendered invalid by time, developments or action taken by the PPRC/2 meeting.

1.3 Likewise, upon reviewing this item, the Meeting took note of the need to review the GREPECAS numbering system for the conclusions and decisions of both the Group and the PPRC so as to account for its new structure and operation.

1.4 In this sense, the Secretariat submitted the following proposal on the numbering of the conclusions and decisions of the Group to the Meeting:

- a) the traditional numbering system for GREPECAS meetings remains the same;
- b) draft conclusions/decisions of the PPRC meetings held between GREPECAS meetings, which are approved through the fast-track mechanism:
  - i. become GREPECAS conclusions/decisions;
  - ii. keep the numbering assigned by the corresponding PPRC and, if necessary, are submitted to the Air Navigation Commission; and
  - iii. the GREPECAS meeting held after the PPRC meetings will examine the status of the conclusions/decisions and will assign the numbering that corresponds to that meeting to all conclusions and decisions that are still valid.

1.5 While reviewing the draft conclusions and decisions formulated during the PPRC/2 Meeting and their current implementation status, the GREPECAS/17 Meeting concluded that valid conclusions and decisions be formally adopted as GREPECAS conclusions and decisions.

## 2. **Analysis**

2.1 The GREPECAS/17 Meeting formulated 9 conclusions and four decisions, of these, 2 conclusions (Conclusion 17/1 and 17/2) and 3 decisions (17/3, 17/4 and 17/5) were formulated by the PPRC/2 meeting and adopted by the GREPECAS/17 Meeting as conclusions and decisions of GREPECAS/17.

2.2 The report of GREPECAS/17 in addition to its conclusions were reviewed by the ICAO ANC Working Group of the Whole for Strategic Review and Planning - SRP and subsequently presented in the 198 Session of the Air navigation commission for their corresponding proposal of actions to conclusions and decisions:

- a) Conclusion 17/6 regarding the follow-up on implementation of the A38 Resolution: The SRP requested the progress in the designation of focal points by the States/Territories of CAR/SAM Regions for national coordination on support to ICAO and CMR-2015 position, taking into account that the time limit for the named had expired and that the CMR-2015 would be carried out in November 2015. In this connection the NACC and SAM Regional Offices proceeded to sending their updated list of focal points to the SRP group.
- b) Conclusion 17/7 regarding the form to follow-up on the progress on indicators and targets for the CA/SAM Regions by GREPECAS, the SRO group noticed different indicators and objectives in CAR and SAM Regions, e.g.:

- i. For the implementation of PBN in terminal area, the CAR Region has a target of 80% of implementation in runway with approach by instruments with APV BARO VNAV, while SAM Region has a goal of 100% of the international aerodromes with APV.
- ii. With respect to the target of aerodromes certification for 2016, the CAR and SAM regions used the same indicator but have differences in measuring. In this sense the SRP Group concluded that the publication of the PANS - aerodromes can support the level of certification of aerodromes. On this respect the AGA programme of the CAR and SAM Regions reported that both use the same measurement that is consistent with the State official information provided to ICAO regional offices and not with the information published in the AIPs.
- c) Conclusion 17/8 referred to the inclusion of Regional Performance-Based implementation Plans in the eANP Volume III, the SRP group recognized the benefits of this tactic, recognizing the possible need to continue working in the future to ensure a level of harmonization necessary in all regions.
- d) Conclusion 17/9 regarding the activities for a consolidated interface control document (ICD) for AIDC implementation in the CAR and SAM Regions, the SRP group considered that this represents an example of good cooperation between the regions and can be a useful model for other regions.
- e) Conclusion 17/10 related to the Manual-Guide on the assessment of large height deviations (LHDs): The SRP group while analyzing the methodology taken in the evaluation of large height deviation (LHD) in the CAR/SAM Regions, informed that it had been discussed by Regional Monitoring Agency of the CAR/SAM Regions, which brings together all 13 regional agencies for developing common approaches and best practices, and they are still considering its worth, recognizing that in some regions the LHD resides in ATS coordination problems and not in the ability to maintain RVSM separation height.
- f) According to expressed by States during the GREPECAS, it is necessary to translate to Spanish the four AIS ICAO manuals (Doc 8126, Doc 8697, Doc 9838 and Doc 9991) with the aim to support the States in the transition from the AIS to the AIM and the application of the corresponding measurements of the route map with the three AIM transition phases. The SRP group requested the Air Navigation Bureau to update the status of said documents.
- g) Finally, the SRP group take note of the last version of GREPECAS Procedural Handbook and while consulting it there is some merit in the review of all regional handbooks to assess what kind of issues are addressed, if there are different approaches and possible solutions for other regions, the SRP was informed that handbooks are shared between regions systematically and it is a common practice to seek solutions in the manuals from other regions when faced with the need to modify a procedural handbooks.

2.3 As a result of the analysis of the progress in the implementation of the conclusions and decision of GREPECAS/17 by the States and the ICAO Secretariat, as well as the actions made by the ICAO air navigation commission at its 198 session regarding the review of the GREPECAS/17 report by the SRP group, the status of GREPECAS/17 conclusions are presented as **Appendix** to this paper.

### 3. Suggested action

3.1 The Meeting is invited to:

- a) take note of the information presented; and
- b) evaluate the information contained in section 2 of this working paper and corresponding Appendix, and recommending the actions it may deem appropriate in that regard.

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## APPENDIX

**FOLLOW-UP ON OUTSTANDING CONCLUSIONS AND DECISIONS FORMULATED BY PREVIOUS GREPECAS MEETINGS  
CONSIDERED AS VALID BY GREPECAS/17 MEETING**

Conc/Dec and Strategic Objective <sup>1</sup>	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 17/1	Regional and global air navigation reporting.	That States: a) support the plan to produce an online Regional Performance Dashboard in March 2014 and the annual Global Air Navigation Report to be published in April 2014; b) provide the required information to the ICAO Regional Offices to demonstrate operational improvements by February 2014 and periodically thereafter; and c) establish, if not yet done so, a performance measurement strategy that comprises data compilation, processing, storage and reporting for the regional performance metrics identified for air navigation systems.	a) The States support the plan to produce an online Regional Performance Dashboard and the annual Global Air Navigation Plan.  b) The States provided the required information to update the Regional dashboard and the annual Global Air Navigation Plan.  c) At Regional level has been established a form of the regional indicators status (Regional indicators have been established in the Declaration of Port of Spain and the Declaration of Bogotá).	States/ Territories	Support the plan to produce an online Regional Performance Dashboard and the annual Global Air Navigation Plan.  Required information to demonstrate operational improvement.  States performance measurement strategy.	Noted	Concluded
C 17/2	Follow-up on AN-Conf/12 recommendations by States and international organisations.	That States and international organizations, on the basis of the analysis to Appendix A to this part of the report, take follow-up action as appropriate on the applicable recommendations of AN-Conf/12. Appendix A to Agenda Item 2 of PPRC/2.	The States/Territories and International Organization of the CAR/SAM Region took note the requirement to follow up actions over the appropriate AN-Conf/12.	States/ Territories and International Organization	Follow up AN-Conf/12 recommendation.	Noted	Concluded

<sup>1</sup> ICAO established the following Strategic Objectives for the 2014-2016 period:

*A - Safety*

*B - Air navigation capacity and efficiency*

*E- Environmental protection*

Conc/Dec and Strategic Objective <sup>1</sup>	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/Completion Date
D 17/3	Regional priorities and targets for air navigation.	That GREPECAS: a) establish, as per Recommendations 6/1 and 6/12 of the Twelfth Air Navigation Conference (AN-Conf/12), regional priorities and targets for air navigation, consistent with the Global Air Navigation Plan (GANP) and Aviation System Block Upgrades (ASBU), by March 2014, if possible, and by May 2014 at the latest; and b) as per GREPECAS Decision 16/3, the regional priorities and targets for air navigation will be coordinated with RASG-PA to ensure consistency of action and avoid overlap.	<p>a) Regional priorities and targets for air navigation for the CAR and SAM Regions was drafted and included in the Port Spain Declaration for CAR Region and Bogotá Declaration for SAM Region.</p> <p>b) The Regional Air Navigation priorities and targets were coordinated with RASG-PA to ensure consistency of actions and avoid overlap.</p>	GREPECAS secretariat	<p>Regional priorities and targets for air navigation.</p> <p>Air Navigation priorities and targets coordinated with RASG-PA.</p>	Noted	Concluded
D 17/4	Revised Terms of Reference and Work Programme of the Programmes and Projects Review Committee (PPRC).	That the proposed revised terms of reference and work programme of the PPRC shown in Appendix A to this part of the report are approved.	The revised terms of Reference and work programme of the PPRC was approved by GREPECAS 17 <sup>th</sup> meeting.	GREPECAS members	Revised Terms of Reference and Work Programme of the Programmes and Projects Review Committee (PPRC) approved.	Noted	Concluded
D 17/5	GREPECAS Annual Report.	That GREPECAS submit an annual report to the ICAO Air Navigation Bureau (ANB) consisting of the GREPECAS meeting report in years when a GREPECAS meeting is held and a PPRC meeting report in other years, which includes a Table of Conclusions and Decisions in the format presented in Appendix B.	The CRPP reports and GREPECAS/17 report with the respective table of conclusion were reported to the ANB.	GREPECAS secretariat	CRPP and GREPECAS report.	Noted	Concluded
C 17/6	Follow-Up on the Implementation of A38 Resolutions Regarding Air Navigation.	That, pursuant to the resolutions of the 38th Assembly concerning air navigation matters, CAR/SAM States:	<p>a) CAR/SAM States took note of the requirement to amend their air navigation plan;</p> <p>b) CAR/SAM States provided the name and data information of the</p>	CAR/SAM States	<p>a) national air navigation plans amended.</p> <p>b) List of focal point to coordinate with ICAO</p>	Noted and requested the Secretariat to provide an update on the	Concluded

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		<p>a) proceed to amend their national air navigation plans, taking into account the GANP and the regional performance-based implementation plans, aligned with the ASBUs;</p> <p>b) provide the respective ICAO Regional Offices, no later than 15 September 2014, with the names and contact information (telephone, e-mail) of the focal points designated to coordinate with ICAO and the national bodies responsible for managing the radio frequency spectrum, with a view to supporting the ICAO position at the ITU WRC-15;</p> <p>c) use ICAO standardized phraseology in all situations for which it has been specified and make use of the ICAO Aviation English Language Test Service (AELT) to verify language proficiency testing instruments;</p> <p>d) publish any significant differences in their Aeronautical Information Publication (AIP) and use the Electronic Filing of Differences (EFOD) system to notify differences to ICAO; and</p> <p>e) note the criteria of the permanent declaration of Resolution A38-12 and take them into account in the planning, establishment, and operation of air navigation</p>	<p>focal points designated to coordinate with ICAO and the national bodies responsible for managing the radio frequency spectrum, with a view to supporting the ICAO position at the ITU WRC-15;</p> <p>The NACC ICAO and SAM Offices sent to ANB the list of CAR and SAM focal points.</p> <p>c) CAR/SAM States took note about to use ICAO standardized phraseology in all situations for which it has been specified and make use of the ICAO Aviation English Language Test Service.</p> <p>d) The CAR/SAM States took note about language proficiency testing instruments.</p> <p>e) The CAR/SAM States took note about publish any significant differences in their Aeronautical Information Publication (AIP) and use the Electronic Filing of Differences (EFOD) system to notify differences to ICAO; and</p> <p>f) The States took note about the criteria of the permanent declaration of Resolution A38-12.</p>		<p>and the national bodies responsible for managing the radio frequency spectrum and to support ICAO position of ITU WRC-15.</p> <p>c) Use of ICAO standardized phraseology.</p> <p>d) language proficiency testing instruments adopted.</p> <p>e) publication of any significant differences.</p> <p>f) criteria of the permanent Declaration of Resolution A38-12 noted.</p>	<p>progress by regional offices to identify the focal points designated to coordinate with ICAO and the national bodies responsible for managing the radio frequency spectrum, with a view to supporting the ICAO position at the ITU WRC-15.</p>	

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		services.					
C 17/7	Approval Of The Forms To Follow-Up On The Progress On Indicators And Targets For The CAR/SAM Regions	That for GREPECAS to collect, monitor, and report progress on operational improvement implementation in the CAR/SAM Regions based on the indicators and targets established in the Bogota and Port-of-Spain Declarations and subsequently submit it to the ICAO Air Navigation Commission: a) the form presented in Appendix A to this part of the report is approved; and b) the ICAO NACC and SAM Regional Offices will implement this form in order to report progress for inclusion in the regional performance dashboards.	a) The form to collect monitor, and report progress on operational improvement implementation in the CAR/SAM Regions is approved. b) The form was adopted for the NACC and SAM ICAO Regional Office to report progress in the regional indicators but the dashboard published on the website of ICAO is based on international database, which is likely to differ from what is collected by the Regional Offices until the data can be standardize and validate.	GREPECAS secretariat	Form to collect monitor, and report progress on operational improvement implementation in the CAR/SAM Regions.	The ANC noted the difficulty in different regions developing common metrics and targets and encourages, where practicable, adoption of a common method for measuring an indicator.	Concluded
C 17/8	Inclusion Of Regional Performance-Based Implementation Plans In The New Air Navigation Plan (eANP)	That, taking into account the individual regional performance-based implementation plans, the ICAO NACC and SAM Regional Offices include the corresponding sections of those plans in the new electronic CAR/SAM Air Navigation Plan (eANP), Volume III.	The elaboration of CAR/SAM Air Navigation Plan (eANP), Volume III is in progress and it is expected to be completed by the end of September 2015.	ICAO	CAR/SAM Air Navigation Plan (eANP), Volume III with the inclusion of ICAO NACC and SAM regional performance-based implementation plans NACC	Noted	Valid October 2015 as detailed in this Meeting PPRC/3
C 17/9	Activities for a Consolidated Interface Control Document (ICD) for AIDC Implementation in the CAR and SAM Regions.	That, in order to ensure efficient and practical implementation of AIDC functionality at both intra- and inter-regional levels between the CAR and SAM Regions: a) ICAO, through the GREPECAS D Programme, shall assess the existing ICDs and coordinate the	The consolidated Interface Control Document (ICD) for AIDC Implementation In the CAR and SAM is in progress and it is expected to be approved at the GREPECAS/17 Meeting.	ICAO	Consolidated Interface Control for Document (ICD) for AIDC Implementation In the CAR and SAM Regions	Recommended the Secretariat and other PIRGs consider the approach of this region as a model for how to foster arrangements at both intra- and	Valid July 2015

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		<p>necessary activities for development of a consolidated Interface Control Document (ICD) for AIDC implementation in the CAR and SAM Regions; and</p> <p>b) D Programme Projects shall submit the results of coordination for a consolidated ICD for the CAR and SAM Regions at the GREPECAS PPRC/3 Meeting.</p>				inter-regional levels	
C 17/10	Manual-Guide On The Assessment Of Large Height Deviations (LHDs) With SMS Methodology For The Analysis And Assessment of LHD Reports.	That the States of the CAR/SAM Regions use the Manual-Guide on the Assessment of Large Height Deviations (LHDs) with SMS methodology presented in Appendix B to this part of the report for the analysis of LHDs reports.	Activity in progress	CAR/SAM States	Adoption of the Manual-Guide On The Assessment Of Large Height Deviations (LHDs) With SMS Methodology For The Analysis And Assessment of LHD Reports.	Secretariat should encourage, as far as practicable, a standardized approach to assessing LHD in all regions.	Valid
C 17/11	Improvements in MET Activities.	<p>That CAR/SAM States, Territories and International Organizations:</p> <p>a) continue conducting periodic volcanic ash tests;</p> <p>b) urge the AIS areas to prepare and disseminate, in coordination with the MET areas, ASHTAM messages when conducting volcanic ash exercises;</p> <p>c) urge Civil Aviation Training Centres (CATCs) to implement training programmes for MET personnel in accordance with the principles emanating from the World</p>	<p>a) On 11 and 12 December, it has conducted periodic testing of Volcanic Ash SIGMETs. This exercise was CAR / SAM.</p> <p>b) In the exercise that has mentioned, the AIS area has participated actively with the prepared and disseminated of ASHTAM, but only in the SAM Region.</p> <p>c) WMO supported, the last year, a Workshop held in Buenos Aires, on Assessment of MET Personnel Competency. Additionally, some State prepared a training program for MET personnel in accordance with the principles emanating from the World Meteorological Organization (WMO).</p> <p>d) The RLA/06/901 Project supported</p>	CAR/SAM States, Territories and International Organizations	Improvement MET field	Noted	Valid

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		<p>Meteorological; Organization (WMO), contained in Publication No.1083 – WMO (PIB-M);</p> <p>d) secure the funds required for lead auditors to visit other States of the Region to audit the MET/QMS implemented in the CAR/SAM Regions; and</p> <p>e) urge the Brasilia OPMET Databank to continue conducting OPMET exchange controls on a quarterly basis.</p>	<p>for lead auditors to visit other States of the Region to audit the MET/QMS, but only in the SAM Region. With the support of the mentioned project, lead visitors to Uruguay, Bolivia, Panamá and Ecuador, in the first semester of 2015.</p> <p>e) The Brasilia OPMET Databank continues conducting OPMET exchange controls on a quarterly basis.</p>				
C 17/12	Revision Of The ICAO Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies.	That ICAO consider conducting a comprehensive revision of the uniform methodology for the identification, assessment and reporting of air navigation deficiencies, identifying opportunities for improving both the database as well as the process itself, in order to generate a more efficient and effective process, with greater participation of the users, and taking into account the existing limitations of the Secretariat for the identification of deficiencies through State missions.	The plan for the revision of the ICAO uniform methodology for the identification, assessment and reporting of air navigation deficiencies is under the Air Navigation Bureau (ANB) and it is expected to be completed in 2015.	ICAO	The ICAO Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies reviewed.	Noted that this request is in line with the plan of the Secretariat to revise the uniform methodology for the identification, assessment and reporting of air navigation deficiencies during 2015.	Valid December 2015
D 17/13	Approval of amendment of the GREPECAS procedural handbook.	Version 1.2 of the Sixth Edition of the GREPECAS Procedural Handbook, as shown in Appendix to this part of the Report is approved.	GREPECAS/17 approved the amendment of the GREPECAS procedure handbook	GREPECAS members GREPECAS secretariat	GREPECAS procedural handbook amended	Noted	Concluded