



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)

SUMMARY

Under this item the Meeting will examine the progress of the implementation of conclusions and decisions of the Third Meeting of the Programmes and Projects Review Committee as well as conclusions and decisions of the GREPECAS/17 in force.

References:

- 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).
- Report of the Third Meeting of the Programmes and Projects Review Committee (PPRC/3 – Mexico City, Mexico, 21 to 23 July 2015).

ICAO Strategic Objectives:

A – Safety
B – Air Navigation capacity and efficiency
D – Environmental Protection

1. Introduction

1.1 The PPRC/3 meeting analysed the conclusions and decisions adopted by the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17), as well as actions taken to date by the States/Territories/International organizations of CAR/SAM Regions and/or the ICAO Secretariat for its implementation. In this sense, the meeting considered that from the 9 conclusions and 4 decisions formulated, Conclusions 17/8 - *Inclusion of Regional Performance Based Implementation Plans in the new Air Navigation Plan (eANP)*, Conclusion 17/11 - *Improvements in MET activities* and 17/12 - *Revision of the ICAO Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies*, are still valid.

2. **Analysis**

2.1 The PPRC/3 meeting formulated 8 project of conclusions and 2 decisions, these conclusions and decisions were circulated among all States of CAR/SAM Regions with letter SA614 dated 5 November 2015, for its approval through the GREPECAS “Fast Track” procedure in order to enable the work of GREPECAS to continue between meetings.

2.2 On this respect States from CAR/SAM Regions proceeded with the approval. The progress of the implementation of conclusions and decisions of PPRC/3 and conclusions of GREPECAS/17 still in force 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.

APPENDIX A

**FOLLOW-UP TO OUTSTANDING CONCLUSIONS AND DECISIONS – FORMULATED BY PREVIOUS GREPECAS MEETINGS
CONSIDERED VALID BY GREPECAS/17 AND PPRC/3 MEETINGS**

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/Completion Date
C 17/8 A, B and E	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 drafting of CAR/SAM Air Navigation Plan (eANP), Volume III is in progress and is expected to be completed by the end of September 2015.	ICAO	CAR/SAM electronic Air Navigation Plan (eANP), Volume III with the inclusion of ICAO NACC and SAM regional performance-based implementation plans.	Noted	Valid End 2016
C 17/11 A and B	Improvements in MET Activities.	That CAR/SAM States, Territories and International Organizations: a) continue conducting periodic volcanic ash tests; b) urge the AIS areas to prepare and disseminate, in coordination with the MET areas, ASHTAM messages when conducting volcanic ash exercises; c) urge Civil Aviation	a) On 11 and 12 December, periodic testing of Volcanic Ash SIGMETs was conducted. This exercise was CAR / SAM. b) In the exercise that has mentioned, the AIS area has actively participated with the preparation and dissemination of ASHTAMs, but only in the SAM Region. c) The WMO supported a workshop held last year in Buenos Aires on Assessment of MET Personnel Competencies. Additionally,	CAR/SAM States, Territories and International Organizations	Improvements in the MET field	Noted	Completed

¹ ICAO established the following Strategic Objectives for the 2014-2016 period:
Safety
Air Navigation Capacity and Efficiency
Environmental Protection

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		<p>Training Centres (CATCs) to implement training programmes for MET personnel in accordance with the principles emanating from the World 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>some States prepared a training programme for MET personnel in accordance with the principles emanating from the World Meteorological Organization (WMO).</p> <p>d) Project RLA/06/901, supported by leading auditors, visited other States of the Region to conduct MET/QMS audits. With the aforementioned support, visits were made to Bolivia, Ecuador, Panama and Uruguay during 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 A and B	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	The plan for the revision of the ICAO uniform methodology for the identification, assessment and reporting of air navigation deficiencies is being reviewed by the Air Navigation Bureau (ANB) and is expected to be completed in 2015.	ICAO	The ICAO Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies.	Noted that this request is in line with the plan of the Secretariat to review the uniform methodology for the identification, assessment and reporting of air navigation	Valid

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		existing limitations of the Secretariat for the identification of deficiencies through State missions.				deficiencies during 2015. No progress reported by ICAO in this regard.	
PPRC/3 C 3/1 A and B	Follow-up on the PIRGS and RASGS global coordination actions	That, with the purpose of complying with the implementation of the actions suggested in the Second PIRGS-RASGs Global Coordination Meeting, CAR/SAM Regions States/Territories and International Organizations and ICAO NACC and SAM Regional Offices implement the corresponding suggested actions and follow-up on the actions to be implemented by ICAO, according to the table presented in Appendix A to this part of the report.	GREPECAS and RASG-PA have taken action as suggested by the Second PIRG-RASG Global Coordination Meeting.	CAR/SAM States, Territories and International Organizations ICAO NACC and SAM Regional Offices	PIRG-RASG coordination implemented		Completed
PPRC/3 D 3/2 A, B and E	New CAR/SAM Regions electronic Air Navigation Plan (eANP) volumes I, II and III	That, in order to expedite the preparation and approval of the new electronic Air Navigation Plan (eANP) for the CAR/SAM Regions, the NACC and SAM Regional Offices, using the GREPECAS fast-track procedure: a) circulate by 15 August 2015, Volumes I and II of the new eANP for CAR/SAM States approval; and	- The proposal for amendment of Vol. I of the CAR/SAM eANP was sent to the D/ANB for comments on 10 November 2015. - Based on the remarks and comments of the D/ANB, a State letter was drafted and circulated on 7 December 2015 requesting comments and corrections by States. - Following the revision and comments by States, a second round of consultations was required in view of modifications	ICAO	Volumes I and II of the CAR/SAM eANP approved		Valid End of 2016

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		<p>b) circulate by 15 October 2015, Volume III of the new eANP for CAR/SAM States approval.</p>	<p>introduced to the AOP and other tables as a result of the first round. The second round started on 4 February 2016.</p> <ul style="list-style-type: none"> - At the end of the consultation period, the proposal for amendment of Vol. I of the CAR/SAM eANP was submitted to the ICAO Council on 22 March 2016. - The ICAO Council approved the amendment of Vol. I of the CAR/SAM eANP on 4 April 2016. - The approval of the PfA of Vol. I of the CAR/SAM eANP was communicated to the States on 5 April 2016. - Vol. II of the eANP was circulated to States for consultation on 18 May 2016. - It is expected that Vol. III will be circulated to States by the end of 2016. 				
PPRC/3 C 3/3 A and B	CAR/SAM Regions interface control document for AIDC implementation between adjacent centres	<p>That, for AIDC Implementation between adjacent centres, the following documents be adopted:</p> <p>ICD AIDC NAT/APAC v1.0 as a base document for AIDC interconnections between CAR and SAM Regions adjacent automatized centres;</p>	<p>a) Both the CAR and SAM Regions have considered that, for the implementation of AIDC between CAR/SAM States, the NAT/APAC AIDC ICD v1.0 should be used as the base document for AIDC interconnections.</p> <p>b) The use of the NAM ICD has been considered in the CAR Region.</p>	CAR/SAM States	<p>a) NAT/APAC AIDC ICD (v 1.0)</p> <p>b) NAM ICD for the CAR Region</p> <p>c) Guidance for AIDC implementation through the interconnection of automated centres,</p>		Completed

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		<p>for the CAR Region, ICD NAM will be used; and</p> <p>for the SAM Region, ICD AIDC NAT/APAC v1.0, with a minimum set of AIDC messages (specified in the AIDC implementation guide through the adjacent automatized</p>	<p>c) The SAM Region has considered the guidance for AIDC implementation through the interconnection of automated centres, which is consistent with the NAT/APAC AIDC v1.0.</p>		<p>which is consistent with the NAT/APAC AIDC v 1.0 for the SAM Region.</p>		
<p>PPRC/3 C 3/4 A and B</p>	<p>Actions for ATFM implementation in the CAR Region</p>	<p>That,</p> <p>a) concerning ATFM implementation projects, States and Territories in the CAR Region:</p> <p>i. avoid the implementation of ATFM measures adversely impacting safety and efficiency of air operations;</p> <p>ii. introduce in their bilateral Letters of Agreement, appropriate ATFM procedures to regulate strategic application of applicable ATFM measures;</p> <p>iii. implement as soon as possible, ATFM Positions (FMP) or ATFM units (FMU) in order to avoid an imbalance between capacity and demand,</p>	<p>a) CAR States with ATFM implementation projects.</p> <p>i. The ACC establish TMIs as coordinated with adjacent ACCs to guarantee safety.</p> <p>ii. Some ATS Letter of Agreement has been updated with procedures from 40 to 20 NM between traffic transfers.</p> <p>iii. 75% of States have implemented FMP or FMU.</p>	<p>States/ Territories and International Organizations</p>	<p>a) ATFM CAR project implementation</p> <p>i. Implementation of coordinated TMIs</p> <p>ii. ATS LOAs updated</p> <p>iii. 100% of ACC with FMP or FMU</p> <p>b) ATFM CAR Proposal for</p>		<p>Dec 2016</p> <p>Completed</p> <p>Completed</p> <p>Valid</p> <p>Valid</p>

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		<p>either by scheduled or by unforeseen events; and</p> <p>b) ICAO NACC Regional Office take the corresponding actions to develop a proposal for amendment to Doc 7030 concerning ATFM procedures and ATC minimum separation for aircraft transfer between adjacent Control Centres (ACC) counting with overlying radar coverage, as applicable, informing PPRC/4 meeting on the progress of such actions.</p>	<p>ICAO NACC Office is coordinating a proposal for amendment (PFA) to Doc 7030 for the implementation of ATFM regional procedures.</p>	<p>ICAO NACC Regional Office</p>	<p>amendment (PFA)</p>		
<p>PPRC/3 C 3/5 A and B</p>	<p>Actions for ATFM implementation in the SAM Region</p>	<p>That, States of the SAM Region:</p> <p>a) replicate at local level, the ATFM training obtained by their experts in courses under the auspices of RLA/06/901 Project, in order to increase ATFM training of their specialized personnel;</p> <p>b) avoid the implementation of ATFM measures affecting users and having an impact on safety, mainly those administrations not having established the units to strategically manage flow control measures;</p> <p>c) introduce in their bilateral</p>	<p>a) ATFM courses were replicated at local level in the States, except Guyana and Suriname.</p> <p>b) ATFM measures that impacted safety were eliminated.</p> <p>c) Texts were incorporated into Letters of operational agreements to avoid impacting efficiency and safety.</p> <p>d) 56% of States have implemented at least one FMP.</p>	<p>States/ Territories and International Organizations</p>	<p>a) Local personnel trained in ATFM</p> <p>b) and c) LOAs were modified</p> <p>d) 100% of ACCs with FMP or FMU</p>		<p>Completed</p> <p>2016</p>

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		<p>Letters of Agreement the appropriate procedures to regulate strategical application of these measures, avoiding their impact on efficiency and safety;</p> <p>d) implement as soon as possible, Flow Management Positions (FMP) or Units (FMU), in order to avoid capacity-demand imbalance, even by scheduled or unforeseen events; and</p> <p>e) present to the PPRC/4 meeting actions performed according to preceding paragraphs.</p>					
PPRC/3 D 3/6 A	Establishment of a working group to obtain better AMHS operational use	<p>That, in order to exploit AMHS potentialities and take advantage of its operational use:</p> <p>a) a working group is formed by Brazil, Dominican Republic, United States and D Programme coordinators in the CAR and SAM Regions for ground-ground and air-ground communications infrastructure;</p> <p>b) the working group will work through virtual meetings and will prepare a strategy to ensure</p>	<p>a) A group was established consisting of Brazil, United States, and the Dominican Republic, with United States as rapporteur.</p> <p>b) The group had virtual meetings, as well as face-to-face meetings within the context of events attended by the stakeholders, such as ANI/WG/3 in Mexico City (4-6 April 2016), the NAM/CAR/SAM Workshop for data link implementation in air traffic services (ATS), in Philipsburg, Sint Maarten (18-21 April 2016), and the 31st meeting of the MEVA technical management group (MEVA/TMG/31), in Kingston,</p>	Working group (Brazil, USA, and Dominican Republic)	<p>a) Establishment of the working group</p> <p>b) Strategy to ensure operational use of AIDC</p>		December 2016

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		AMHS operational use, providing it to the Region disposal as soon as practicable.	Jamaica (24-26 May 2016). As initial result of the strategy, the group considered that the use of XM/GML for MET applications would ensure the operational use of AMHS.				
PPRC/3 C 3/7 A and B	Consultation to the CAR/SAM region states on e-TOD compliance date	That: a) GREPECAS Secretariat consult CAR/SAM Region States on e-TOD implementation compliance expectations by 12 November 2015 ; and b) in case that, more than 50% of the CAR/SAM Region States could not implement on the date foreseen by the standard, the fast track procedure be used to adopt a conclusion on the convenience to amend Annex 15 extending the implementation date.	A first consultation was conducted in the SAM Region on 5 November 2015. By 31 May 2016, no answer had been received to this consultation. On 1 June 2016, a reiteration was circulated. In the CAR Region, the second ICAO CAR/SAM seminar on electronic terrain and obstacle data (eTOD) was held in November 2015 at the NACC Office, with the participation of HQ and the industry.	ICAO/States/ Territories	Number of States that have implemented eTOD		Completed 12 November 2015
PPRC/3 C 3/8 A	ICAO documentation for AIM	That, the GREPECAS Secretariat send an IOM to D/ANB requesting to prioritize the completion of Doc 9839 on AIM quality and have as soon as practicable a final version of the Doc 9881 on electronic terrain and obstacle data.	The Secretariat sent an MOI to the D/ANB	ICAO Secretariat	Completion of Doc 9839 (AIM quality) and Doc 9881 on electronic terrain and obstacle data		Completed

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PPRC/3 C 3/9 A and B	Revision of the MET programme and its tasks	<p>That,</p> <p>a) QMS/MET implementation be measured by certification, through a QMS certifying firm on aeronautical meteorology services;</p> <p>b) States that have obtained QMS/MET system certification, submit a copy of their certificates to the Secretariat;</p> <p>c) The ICAO NACC and SAM regional offices review the procedures of volcanic ash SIGMET exercises to ensure the participation of those under the Washington VAAC responsibility; and</p> <p>d) The ICAO NACC and SAM Regional Offices carry out workshops on SIGMET to ensure the preparation of these messages and the correct utilization of the formats contained in ICAO Annex 3.</p>	<p>a) SAM States that have implemented MET/QMS (8 in total) have certified it with a certifying company.</p> <p>b) SAM States that have certified their MET/QMS have sent copy of the certification to the SAM Regional Office.</p> <p>c) The NACC and SAM Offices coordinated the exercise in 2015, in which the SAM States associated to the Washington VAAC had greater participation.</p> <p>d) A SIGMET workshop is scheduled to be held on 16-18 August at the SAM Regional Office. Likewise, with the support of an SIP, workshops on the production of SIGMETs will be held in Colombia, Venezuela, Suriname, and Guyana</p>	ICAO/States/ Territories	<p>- Certification of implemented MET/QMS.</p> <p>- Copies of certificates.</p> <p>- Participation of SAM States associated to the Washington VAAC in exercises on volcanic ash SIGMETs.</p> <p>- Conduction of SIGMET workshops. Copies of certificates.</p>		Valid December 2016
PPRC/3 C 3/10 A, B and E	Development of air navigation plans aligned with the GANP and the regional performance-based air navigation plans	That, the CAR/SAM Regions States that have not yet amended or developed their National Plans aligned with the Global Air Navigation Plan (GANP) (4 th edition) and the RPBANIP and SAM PBIP, complete them shortly	<p>In the SAM Region, Argentina, Brazil, Chile, Colombia, French Guiana, and Venezuela have aligned their national plans with the GANP.</p> <p>Regional RPBANIP and SAM PBIP plans are aligned with the</p>	CAR/SAM States	National and regional performance-based air navigation implementation plans aligned with the GANP		Valid December 2016

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		in order to harmonize the implementation and facilitate the interoperability of systems and inter and intra-regional air navigation systems and services.	GANP (4 th edition).				