



**Agenda Item 1: Follow-up on the results of the PPRC/3 and PPRC/4 meetings and analysis of GREPECAS conclusions**

**1.2 Status of implementation of GREPECAS valid conclusions and decisions**

**STATUS OF IMPLEMENTATION OF GREPECAS VALID CONCLUSIONS AND DECISIONS**

(Presented by the Secretariat)

<b>SUMMARY</b>	
Under this agenda item, the Meeting will examine the status of implementation of valid conclusions and decisions of GREPECAS/17 and the draft conclusions and decisions of the GREPECAS Programmes and Projects Review Committee formulated during the PPRC/3 and PPRC/4 meetings and approved through the fast-track procedure.	
<b>References:</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, 21-25 July 2014).</li><li>• Report of the Third meeting of the GREPECAS Programmes and Projects Review Committee (PPRC/3 – Mexico City, Mexico, 21-23 July 2015).</li><li>• Report of the Fourth meeting of the GREPECAS Programmes and Projects Review Committee (PPRC/4 - Lima, Peru, 12-14 July 2016).</li></ul>	
<i>ICAO strategic objectives:</i>	<i>A – Safety B – Air navigation capacity and efficiency E – Environmental protection</i>

**1. Introduction**

1.1 The PPRC/3 and PPRC/4 meetings reviewed the conclusions and decisions of the Seventeenth meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17), as well as the action taken to that date by CAR/SAM States/Territories/International Organisations and/or the ICAO Secretariat for their implementation. In this sense, the PPRC/3 meeting considered that out of the 9 conclusions and 4 decisions formulated, Conclusions 17/8 — *Inclusion of Regional performance-based implementation plans in the new Air Navigation Plan (eANP)*, 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* were still valid, while the PPRC/4 meeting felt that Conclusions 17/8 — *Inclusion of Regional performance-based implementation plans in the new Air Navigation Plan (eANP)*, and 17/12 — *Revision of the ICAO uniform methodology for the identification, assessment, and reporting of air navigation deficiencies* should continue being valid.

## 2 **Discussion**

2.1 The PPRC/3 meeting formulated 8 draft conclusions and 2 draft decisions, which were circulated to all CAR/SAM States through letter SA614 dated 5 November 2015 for approval using the GREPECAS fast-track procedure, in order to allow GREPECAS to continue working in between meetings.

2.2 In turn, the PPRC/4 meeting formulated 2 draft conclusions and 4 draft decisions, which were circulated to CAR/SAM States through letter LT 2/8.22.4 - SA536 dated 7 November 2016, for approval using the GREPECAS fast-track procedure.

2.3 In this regard, CAR/SAM States gave their approval. Accordingly, **Appendix A** to this working paper shows the status of implementation by the ICAO Secretariat of PPRC/3 and PPRC/4 conclusions and decisions, as well as of GREPECAS/17 valid conclusions.

2.4 The Meeting will note that, of the conclusions and decisions formulated by PPRC/3 and PPRC/4, four conclusions and decisions of PPRC/3 and four of PPRC/4 are still considered valid. The Meeting should take into account that these conclusions were approved by GREPECAS using the fast-track procedure, and as agreed by GREPECAS/17, they must be recoded as GREPECAS/18 conclusions. Recoding can be found in **Appendix B** to this working paper.

## 3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information presented herein; and
- b) review the information contained in section 2 of this working paper and in the corresponding appendices, and propose any action it may deem appropriate.

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**APPENDIX A**  
**FOLLOW-UP TO CONCLUSIONS AND DECISIONS FORMULATED BY PREVIOUS GREPECAS MEETINGS CONSIDERED STILL**  
**VALID BY GREPECAS/17 AND PPRC/3 AND PPRC/4 MEETINGS**

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 17/8 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 underway and is expected to be completed by mid-2018, since the PPRC/4 meeting postponed the publication of Vol. III until the sixth edition of the GANP is published, and formulated Decision 4/3 in this regard.	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 of 2018
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 existing limitations of the Secretariat for the identification of	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).  Taking into account that ICAO had not yet conducted the revision, the PPRC/4 meeting deemed it important for ICAO to complete the task as soon as possible so that States, Territories, International Organisations and ICAO may expedite the treatment of these deficiencies.	ICAO	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)	It was noted that this request was in line with the plan of the Secretariat to review the uniform methodology for the identification, assessment and reporting of air navigation deficiencies during 2015. No progress	Valid

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

*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
		deficiencies through State missions.				reported by ICAO in this regard.	
PPRC/3 C 3/1 A and B	Follow-up on PIRG and RASG global coordination actions	That, with the purpose of complying with the implementation of the actions suggested in the Second PIRG-RASG Global Coordination Meeting, CAR/SAM States/Territories and International organisations 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 organisations  ICAO NACC and SAM Regional Offices	PIRG-RASG coordination implemented		Completed
PPRC D 3/2  A, B and E	Approval of volumes I, II and III of the new CAR/SAM electronic air navigation plan (eANP)	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  b) circulate by 15 October 2015, Volume III of the new eANP for CAR/SAM States' approval.	- 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 introduced to the AOP and other tables as a result of the first round. The second round started on 4 February 2016.  - At the end of the consultation period, the proposal for	ICAO	Volumes I and II of the CAR/SAM eANP approved		Valid Pending Vol. III End of 2018

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
			<p>amendment of Vol. I of the CAR/SAM eANP was submitted to the ICAO Council on 22 March 2016.</p> <p>- The ICAO Council approved the amendment of Vol. I of the CAR/SAM eANP on 4 April 2016.</p> <p>- The approval of the PfA of Vol. I of the CAR/SAM eANP was communicated to the States on 5 April 2016.</p> <p>- Vol. II of the eANP was circulated to States for consultation on 18 May 2016 and 7 December 2016.</p> <p>- On 22 March 2017, ICAO circulated the proposal for amendment to the CAR/SAM Air navigation plan, Volume II (Doc 8733) e-ANP (Version 3), containing the modifications, comments and remarks on previous proposals of amendment received by ICAO from States on 18 May and 7 December 2016. In the SAM Region, comments were received from Bolivia, Brazil, Chile and Colombia.</p> <p>- Regarding Vol. III, the PPRC/4 meeting formulated Decision 4/3 postponing the circulation until the publication of the sixth edition of the GANP</p>				
PPRC/3 C 3/3 A and B	CAR/SAM interface control documents for AIDC implementation between adjacent centres	That, for AIDC implementation between adjacent automated centres, the following documents be adopted:	a) 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	CAR/SAM States	a) NAT/APAC AIDC ICD (v 1.0)  b) NAM ICD for the CAR		Completed

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
		<p>a) NAT/APAC AIDC ICD v1.0 as the base document for AIDC interconnections between CAR and SAM adjacent automated centres;</p> <p>b) for the CAR Region, the NAM ICD will be used; and</p> <p>c) for the SAM Region, NAT/APAC AIDC ICD v1.0, with a minimum set of AIDC messages (specified in the AIDC implementation guide through the interconnection of adjacent automated centres)</p>	<p>document for AIDC interconnections.</p> <p>b) The use of the NAM ICD has been considered in the CAR Region.</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>Region</p> <p>c) Guidance for AIDC implementation through the interconnection of automated centres, which is consistent with the NAT/APAC AIDC v1.0 for the SAM Region.</p>		
PPRC/3 C-3/4 A and B	Actions for ATFM implementation in the CAR Region	<p>That,</p> <p>a) concerning ATFM implementation projects, States and Territories in the CAR Region:</p> <p>iii. implement as soon as possible, ATFM Positions (FMPs) or ATFM units (FMUs) in order to avoid an imbalance between capacity and demand resulting from either scheduled or 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</p>	<p>a) CAR States with ATFM implementation projects.</p> <p>iii. 75% of States have implemented an FMP or FMU.</p> <p>b) The ICAO NACC Office is coordinating a proposal for amendment (PFA) to Doc 7030 for the implementation of ATFM regional procedures.</p>	<p>States/Territories and international organisations</p> <p>ICAO NACC Regional Office</p>	<p>a) Implementation of the CAR ATFM project</p> <p>iii. 100% of ACCs with FMPs or FMUs</p> <p>b) CAR ATFM proposal of amendment (PFA)</p>		<p>Dec 2016</p> <p>Valid</p> <p>Valid</p>

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
		PPRC/4 meeting on the progress of such actions.					
PPRC/3 C 3/5 A and B	Actions for ATFM implementation in the SAM Region	<p>That SAM States:</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 Letters of Agreement the appropriate procedures to regulate strategic application of these measures, avoiding their impact on efficiency and safety;</p> <p>d) implement as soon as possible flow management positions (FMPs) or units (FMUs), in order to avoid capacity-demand imbalances resulting from either scheduled or unforeseen events; and</p> <p>e) present to the PPRC/4 meeting actions performed according to the preceding paragraphs.</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) As reported at the SAMIG/19 meeting, 64% of States have implemented at least one FMP.</p> <p>e) The SAMIG/19 meeting approved Conclusion 19-1 to strengthen FMP/FMU activities and encourage the implementation of ATFM measures set forth in Manual 9971, 2017 edition.</p>	States/Territories and international organisations	<p>b and c) LOAs were modified</p> <p>d) 100% of ACCs with FMP or FMU</p> <p>e) Adoption of ATFM measures in FMPs/FMUs.</p>		Valid 2018
PPRC/3 D 3/6 A	Establishment of a working group to improve 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</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 and face-to-face meetings during events attended by the</p>	Working group (Brazil, USA and Dominican Republic)	<p>a) Establishment of the working group</p> <p>b) Strategy to ensure operational use</p>		Valid  Dec 2017

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
		<p>Programme coordinators of the CAR and SAM Regions for ground-ground and air-ground communication infrastructure;</p> <p>b) the working group will work through virtual meetings and will prepare a strategy to ensure AMHS operational use, making it available to the Region as soon as practicable.</p>	<p>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, Saint Maarten (18-21 April 2016), and the 31<sup>st</sup> meeting of the MEVA technical management group (MEVA/TMG/31), in Kingston, 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 operational use of AMHS.</p>		of AIDC		
PPRC/3 C-3/7 A and B	Consultation to CAR/SAM States on e-TOD compliance date	<p>That:</p> <p>a) GREPECAS Secretariat consult CAR/SAM States on e-TOD implementation compliance expectations by 12 November 2015; and</p> <p>b) in case that more than 50% of the CAR/SAM 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.</p>	<p>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.</p> <p>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.</p>	ICAO/States/ Territories	Number of States that have implemented eTOD		Completed 12 Nov 2015
PPRC/3 C-3/8 A	ICAO documentation for AIM	That the GREPECAS Secretariat send an IOM to D/ANB requesting to prioritise 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
PPRC/3 C-3/9	Revision of the MET programme and its	That,	a) SAM States that have implemented MET/QMS (8 in	ICAO/States/ Territories	- Certification of		a) and b) Valid

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
A and B	tasks	<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 utilisation of the formats contained in ICAO Annex 3.</p>	<p>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>		<p>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>		<p>Dec 2018</p> <p>c) and d) Completed</p>
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 CAR/SAM States that have not yet amended or developed their national plans aligned with the Global Air Navigation Plan (GANP) (4 <sup>th</sup> edition) and the RPBANIP and SAM PBIP, complete them shortly in order to harmonise the implementation and facilitate the interoperability of inter- and intra-regional air navigation systems and services.	<p>In the SAM Region, Argentina, Brazil, Chile, Colombia, French Guiana, and Venezuela have aligned their national plan with the GANP.</p> <p>Regional RPBANIP and SAM PBIP plans are aligned with the GANP (4<sup>th</sup> edition).</p>	CAR/SAM States	National and regional performance-based air navigation implementation plans aligned with the GANP		Valid Dec 2016
Conc/Dec and	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and reporting/

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
Strategic Objective <sup>2</sup>							completion date
PPRC/4 D-4/1 A and B	Improved data collection process for the treatment of deficiencies reported by IFALPA and IATA	<p>That, in order to improve the data collection process for the treatment of deficiencies reported by IFALPA and IATA, the NACC and SAM Regional Offices:</p> <p>a) starting on the second half of 2016, hold teleconferences with IATA and IFALPA to share and validate the information on the deficiencies identified by these organisations; and</p> <p>b) inform their member States, via teleconferences, about the deficiencies identified in order to seek their resolution and/or the adoption of the corresponding action.</p>	<p>a)</p> <p>i. IFALPA and IATA receive reports on deficiencies identified at airports by their members during operations.</p> <p>ii. After applying a filter, IFALPA and IATA deliver deficiency reports to the respective Regional Office. IFALPA reported deficiencies observed by its members to the SAM Regional Office in November 2016.</p> <p>iii. Teleconferences are held between IFALPA or IATA and the Regional Office responsible for the Region, in order to validate the reported deficiencies.</p> <p>iv. The SAM Regional Office has held two teleconferences with IATA, one in December 2016 and the other in May 2017, in order to validate the deficiencies observed by its members. As a result of these discussions, four deficiencies observed by IATA were validated.</p> <p>b) The Regional Office should report to the affected States. Up until late May 2017, IATA had not yet officially reported the deficiencies validated during the teleconferences.</p>	<p>IFALPA and IATA</p> <p>IFALPA and IATA</p> <p>SAM and NACC Regional Offices</p> <p>SAM and NACC Regional Offices</p> <p>SAM and NACC Regional Offices</p>			Valid Dec 2018
PPRC/4 C-4/2 A and B	Resolution of aeronautical meteorology deficiencies	That, in order to resolve aeronautical meteorology deficiencies associated to its	The Regional Office has sent follow-up letters on this	States	a) Professional training courses for		a) Valid Dec 2017

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
		<p>personnel, and in order to have in their staff aeronautical meteorologists that meet the training requirements of the World Meteorological Organization, CAR/SAM States and Territories that present this deficiency:</p> <p>a) develop and conduct professional training courses for aeronautical meteorologists, aligned with the BIP-M contained in WMO Publication No. 1083, in partnership with universities, CATCs or tertiary non-university training institutions that meet education quality standards;</p> <p>b) create cooperation links with the permanent representatives of their States to the WMO in order to have access to WMO-approved personnel remote training courses offered by universities and international institutes;</p> <p>c) develop and implement a programme to link university meteorological staff or technical personnel with the aeronautical meteorology units of air navigation services in the short and medium term; and</p> <p>d) inform the respective ICAO Regional Offices at GREPECAS/18 about their plans to develop and conduct aeronautical meteorology</p>	<p>conclusion, one in November 2016 and the second in May 2017. None of the States with this deficiency has responded to these follow-up letters.</p>		<p>meteorologists, aligned with WMO Publication 1083, delivered in the States currently showing these deficiencies.</p> <p>b) Access by the personnel of aeronautical meteorology service providers to distance learning courses through WMO.</p> <p>c) Linkage between university technical personnel and aeronautical meteorology service providers in the medium term.</p> <p>d) Implementation status report at GREPECAS 18</p>		<p>b) Valid Dec 2017</p> <p>c) Valid Dec 2019</p> <p>d) Valid August 2017</p>

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
		training courses aligned with the BIP-M contained in WMO Publication No. 1083.					
PPRC/4 D-4/3 A, B and E	Postponement of the approval of VOL. III of the CAR/SAM eANP	<p>That, taking into account that ICAO is preparing the updated version of the GANP for 2019 and the importance of aligning Volume III to the requirements thereof,</p> <p>a) the Secretariat defers the distribution of Vol. III of the CAR/SAM e-ANP until completing its alignment with the sixth version of the GANP; and</p> <p>b) since the GANP will address the performance-based implementation issue in more detail in its sixth edition, the States are urged to continue using the Regional performance-based implementation plans (SAM-PBIP and RPBANIP) for drafting their national air navigation plans.</p>	<p>Regarding progress made on Volume III of the eANP, a work meeting of the ASBU panel project team (ASBU PPT) in charge of supporting the update of the GANP, 2019 version, was held at ICAO Headquarters in Montreal during the first week of May 2017, where the templates for ASBU blocks B0 and B1 were approved and consolidated, and conceptual discussions were held of blocks B2 and B3. Based on the work being carried out by the ASBU PPT, the GANP ad-hoc group is expected to have a draft document ready by early 2018.</p> <p>On 15-19 August 2017, a seminar/workshop on ASBU implementation will be carried out in Lima, Peru, where the SAM PBIP will be updated.</p>	SAM and NACC Regional Offices	VOL. III of the CAR/SAM eANP		Valid Dec 2018
PPRC/4 C-4/4 A and B	Greater support by States to AGA issues and projects	That States show a stronger commitment and take more effective action in support of GREPECAS AGA Projects, and designate AGA experts as focal points by 30 November 2016 in order to support the implementation of aerodrome certification activities.	States have not designated their AGA experts as focal points in the aerodromes (AGA) area	States	Have at least one expert per State to serve as AGA focal point for the conduction of aerodrome certification activities		Valid 30 Dec 2017
PPRC/4 D-4/5 A, B and E	Assessment of CAR/SAM F1 and F2 projects	That, in order to take steps to reassess the strategy of Programme F projects and be able to achieve the proposed objectives under the GREPECAS methodology, Programme F coordinators	The ICAO coordinators of both projects held a meeting with the FAA and ACI at the NACC Office to assess and take more effective action on the projects pursuant to Conclusion PPRC/4. However, not all States have	NACC and SAM Regional Offices  States	Grouping of projects F1 and F2 under the Aerodrome safety and certification project, and list		Completed

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
		and Projects F1 and F2 coordinators of both CAR and SAM Regions analyse the need to reassess the strategy of both projects to increase their effectiveness, including the support offered by the United States and ACI-LAC and present it at the GREPECAS/18 meeting.	updated and nominated focal points to support the implementation of activities at aerodromes.		of aerodrome focal points updated.		
PPRC/4 D-4/6 A, B and E	Format of the GREPECAS annual report to be submitted to the ICAO Air Navigation Commission	That GREPECAS use the methodology described in the Guide on report formatting and content shown in the Appendix to this part of the report, when drafting the final report to be submitted to the ICAO Air Navigation Bureau (ANB).	Following the methodology set forth in the Guide on PIRG report formatting and contents, a Powerpoint presentation of the summarised report of the PPRC/4 meeting was made on 23 November 2006 to the Working Group of the Whole for Strategic Review and Planning (WG-SRP) of the Air Navigation Commission. The Secretariat and Chairperson of GREPECAS participated in the meeting via web teleconference.	GREPECAS Secretariat SAM and NACC Regional Offices	Format of the GREPECAS annual report		Completed  November 2016 Format applied

## APPENDIX B

## Recoding Conclusions and Decisions adopted during PPRC/3 and PPRC/4

Conc/Dec and Strategic Objective <sup>1</sup>	Title of the Conclusion/Decision	Text of the Conclusion/Decision
GREPECAS/18 C-18/1 A y B	Actions for ATFM Implementation in the CAR Region	That,  States and Territories of the CAR Region, in their ATFM implementation projects:  a) implement as soon as possible, ATFM Positions (FMP) or ATFM units (FMU) in order to avoid an imbalance between capacity and demand, either by scheduled or by unforeseen events; and  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.
GREPECAS/18 D 18/2 A	Establishment of a Working Group to obtain better AMHS operational use	That, in order to exploit AMHS potentialities and take advantage of its operational use:  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;  b) the working group will work through virtual meetings and will prepare a strategy to ensure AMHS operational use, providing it to the Region disposal as soon as practicable.
GREPECAS/18 C-18/3  A y B	Revision of the MET Programme and its tasks	That,  a) QMS/MET implementation be measured by certification, through a QMS certifying firm on aeronautical meteorology services;  b) States that have obtained QMS/MET system certification, submit a copy of their certificates to the Secretariat;
GREPECAS/18 C-18/4 A,B y 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 <sup>th</sup> edition) and the RPBANIP and SAM PBIP, complete them shortly in order to harmonize the implementation and facilitate the interoperability of systems and inter and intra-regional air navigation systems and services.

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

*A - Safety*

*B – Air navigation capacity and efficiency*

*E- Environmental protection*

Conc/Dec and Strategic Objective <sup>1</sup>	Title of the Conclusion/Decision	Text of the Conclusion/Decision
GREPECAS/18 D-18/5 A y B	Improved data collection process for the treatment of deficiencies reported by IFALPA and IATA	<p>In order to improve the data collection process for the treatment of deficiencies reported by IFALPA and IATA, the NACC and SAM Regional Offices:</p> <ul style="list-style-type: none"> <li>a) starting on the second half of 2016, will hold teleconferences with IATA and IFALPA to share and validate the information on the deficiencies identified by these organisations; and</li> <li>b) will inform their accredited States, via teleconferences, about the deficiencies identified in order to seek their resolution and/or the adoption of the corresponding action.</li> </ul>
GREPECAS / 18 C-18/6 A y B	Resolution of aeronautical meteorology deficiencies	<p>That, in order to resolve aeronautical meteorology deficiencies associated to its personnel, and in order to have in their staff aeronautical meteorologists that meet the training requirements of the World Meteorological Organization, CAR/SAM States and Territories that present this deficiency:</p> <ul style="list-style-type: none"> <li>a) develop and conduct professional training courses for aeronautical meteorologists, aligned with the BIP-M contained in WMO Publication No. 1083, in partnership with universities, CATCs or tertiary non-university training institutions that meet education quality standards;</li> <li>b) create cooperation links with the permanent representatives of their States to the WMO in order to have access to WMO-approved personnel remote training courses offered by universities and international institutes;</li> <li>c) develop and implement a programme to link university meteorological staff or technical personnel with the aeronautical meteorology units of air navigation services in the short and medium term; and</li> <li>d) inform the respective ICAO Regional Offices at GREPECAS/18 about their plans to develop and conduct aeronautical meteorology training courses aligned with the BIP-M contained in WMO Publication No. 1083.</li> </ul>
GREPECAS/18 D-18/7 A, B y E	Postponement of the approval of VOL. III of CAR/SAM eANP	<p>That, taking into account that ICAO is preparing the updated version of the GANP for 2019 and the importance of aligning Volume III to the requirements thereof,</p> <ul style="list-style-type: none"> <li>a) The Secretariat defers the distribution of Vol. III of the CAR/SAM e-ANP until completing its alignment with the sixth version of the GANP.</li> <li>b) Since the GANP will address the performance-based implementation issue in more detail in its sixth edition, the States are urged to continue using the Regional Performance-Based Implementation Plans (SAM-PBIP and RPBANIP) for drafting their national air navigation plans.</li> </ul>
GREPECAS / 18 C-18/8 A y B	Greater support from States to AGA issues and projects	That States show a stronger commitment and take more effective action in support of GREPECAS AGA Projects, and designate AGA experts as focal points by 30 November 2016 in order to support the implementation of Aerodrome Certification activities.