



Agenda Item 10: Future work programme of the AERMET Subgroup

(Presented by the Secretariat)

Summary This working paper presents some considerations concerning the work programme and the future activities of the AERMET Subgroup.
References: • Report of the Thirteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/13), Santiago, Chile, 14-18 November 2005); and • Report of the Seventh Meeting of the GREPECAS Administration Coordination Group (ACG/7, Lima, Perú 3 - 4 March 2008). • GREPECAS Procedural Handbook

1. Introduction

1.1 The meeting may recall that the coordination among GREPECAS contributory bodies would be ruled by the Procedural Handbook of this Group, taking into account the terms of reference and the specific task of each body. During the meetings of the GREPECAS Coordination Group, since its establishment, the GREPECAS Procedural Handbook has been revised, taking into consideration the mechanisms of its structure. **Appendix A** to this working paper presents the revision made by the ACG/7, Lima, Perú, 3 – 4 March 2008, which will be presented for its approval at GREPECAS/15, foreseen to be carried out from 13 to 17 October 2008, in Rio de Janeiro, Brazil.

1.2 In addition, the subgroup may recall that the terms of reference of the ACG include, among others, to coordinate and harmonize administrative matters of GREPECAS and its contributory bodies, as well as to make follow-up and monitoring of target dates assigned to tasks.

2. Discussion

2.1 When discussing Agenda Item 1, the ACG during its Seventh Meeting (ACG/7) carried out on 3 and 4 March 2008, the meeting recognized that since the last triennium, ICAO has established Strategic Objectives in each area of competency with a Business Plan for their implementation. In this

context, it has also favoured the functional integration of the Regional Offices with Headquarters. Consequently, all the activities developed by the Regional Offices must be identified with the strategic objectives of the organization.

2.2 In this regard, the meeting considered that the work programme of Contributory Bodies of GREPECAS should be detailed into deliverables in order to allow for better understanding of the goals and results. The deliverables must be clearly defined to breakdown large volumes of work into specified activities. These activities would be used as project schedule foundation.

2.3 On the other hand, the meeting concurred that the permanent tasks listed by the different work programmes of the Contributory Bodies should be eliminated, with the exception of limited, but in general terms, tasks identified as permanent should be managed by the Regional Offices.

2.4 Considering the above, the meeting formulated the following draft decision:

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DECISION ACG/7/02

ASPECTS TO BE CONSIDERED IN DEVELOPING THE WORK PROGRAMMES OF GREPECAS CONTRIBUTORY BODIES

That, in developing the work programmes of the GREPECAS Contributory Bodies, the following aspects be considered:

- a) The related strategic objective.*
- b) The contribution made to achieve that strategic objective.*
- c) Other relevant tasks in the overall programme of GREPECAS Contributory Bodies.*
- d) The relationship to the Regional Air Navigation Plan and/or SARPs implementation.*

Note: Until the new Regional Air Navigation Plan is developed, GREPECAS Contributory Bodies should refer tasks to Global Plan Initiatives (GPIs).

- e) Detail the work programme into specific deliverables in order to allow for better understanding of the expected results.*
- f) Completion date of the task.*

2.5 In accordance with paragraph 1.2.3.7 b) of GREPECAS Procedural Handbook, which says “in the interval between meetings, the Secretariat should intensively use available electronic means, with a view to expediting the approval and implementation process of the draft Decisions and Conclusions provided by the Contributory Bodies which, at the Secretariat’s discretion, need immediate attention” and considering the need to prepare the work programmes of the Contributory Bodies, Draft Decision ACG 7/02 was approved by the States through the ACG “Fast-track”.

2.6 The meeting could take note of the tasks being advanced by the ICAO meteorology area according with the strategic objectives, which are listed below:

a) **Safety (A):**

- International airways volcanic watch
- Tropical cyclone warning system
- Quality management system (QMS)
- Uplink and downlink of MET information
- Turbulence reporting and warnings
 - SIGMET
 - wind shear

b) **Efficiency (D):**

- World Area Forecast System (WAFS)
- Satellite distribution system for the information relating to air navigation
- Observing and forecasting of MET conditions at aerodromes and terminal area
- Migration of OPMET messages to digital codes
- MET Information to support ATM

2.7 Additionally, **Appendix B** presents Global Plan Initiatives (of meteorological systems GPI-19) with its related operational concept components:

- **AOM:** Airspace organization management
- **DCB:** Demand and capacity balancing
- **AO:** Aerodrome operations de aeródromo
- **AUO:** Airspace user operations

2.8 Based on the above, the future work programme of the AERMETSG is presented in **Appendix C** to this working paper. It would be convenient that the meeting review, under this new context, the AERMETSG work programme, the priorities and target dates, as well as the responsible for each task of the subgroup, in order to be duly updated based on the deliberations and results obtained from this meeting of the Subgroup; and formulate the corresponding draft conclusion for consideration of the Fifteenth Meeting of GREPECAS.

AERMET Subgroup Task Forces

2.9 **Appendices D, E and F** present information on existing task forces and their respective composition. The meeting may also wish to review the terms of reference and work programme of each task force and determine which of them should continue operating, whether there is a need to establish a new task force or if any task force, having completed its tasks, may be disbanded. It is important that this review is made considering the information presented in this working paper, as well as to adjust the tasks priorities, giving more attention to implementation rather than to planning, as was considered by the ACG/7.

Composition of the AERMET Subgroup

2.10 The updated composition of the AERMET Subgroup is included as **Appendix G**; it is convenient that each member verifies the corresponding contact information.

Date and site for the next Meeting of the AERMET Subgroup

2.11 The subgroup may recall that based on several working papers presented at the Thirteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/13, Santiago, Chile, 14 to 18 November 2005), GREPECAS formulated Conclusion 13/95 aimed to request the support of the civil aviation administrations and the continuity and possible increase of ICAO financial support, as well as the application of internal measures which contribute to save resources and optimize the management and work of the GREPECAS mechanism. **Appendix G** includes an extract of the appendix approved by GREPECAS.

2.12 Also, the group formulated Decision 13/96, which reads as follows:

DECISION 13/96

REVIEW AND OPTIMIZATION OF THE GREPECAS MECHANISM

That, keeping in mind the information, analysis and proposals presented, particularly regarding the critical situation of the GREPECAS budget and the status, need for and importance to continue with the implementation of the tasks assigned to the AIS/MAP and AERMET Subgroups, and other air navigation services, which affect to a great extent civil aviation safety oversight:

- a) AIS/MAP and AERMET Sub-groups remain within the GREPECAS mechanism, based on ICAO and States/Territories/International Organizations contribution;*
- b) Optimize the application of actions that are presented in Appendix A to this part of the Report, with the aim to save resources and optimize efficiency of the GREPECAS mechanism; and*
- c) Foster effective regional cooperation mechanism, including plans and budgets addressed to achieve the resources required.*

2.13 The meeting could take note that in accordance with Appendix B to the Report of the ACG/7, the Tenth Meeting of the Subgroup is foreseen to take place from 14 to 17 September 2009, however, according with Appendix G, the establishment of the venues for the meetings should be made three years in advance, in spite of this, so far there are no proposals from the States to host the meeting, therefore, participants are requested to discuss this matter with their respective administrations in order to make proposals for AERMETSG/10, AERMETSG/11 and AERMETSG/12 meetings.

3. Action proposed

3.1 The subgroup is invited to:

- a) consider the information presented in this working paper and recommend the updating of the work programme of the AERMET Subgroup, including priorities, target dates and the responsible for the tasks;

- b) review the status and composition of the AERMET Subgroup Task Forces and take the corresponding actions; and
- c) recommend date and venue for the next meeting of the AERMET Subgroup.

APPENDIX A

**CAR/SAM REGIONAL PLANNING AND
IMPLEMENTATION GROUP
(GREPECAS)**

PROCEDURAL HANDBOOK



**CAR/SAM REGIONAL PLANNING AND
IMPLEMENTATION GROUP
(GREPECAS)**

PROCEDURAL HANDBOOK

DRAFT

FOURTH EDITION – FEBRUARY 2003

RECORD OF AMENDMENTS AND CORRIGENDA

[illegible]

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0.1 Introduction

0.1.1 The GREPECAS Procedural Handbook is intended to provide, for ease of reference of all interested parties, a consolidation of material, particularly of a procedural nature, relevant to the work of the GREPECAS and its Contributory Bodies. It contains the Terms of Reference of the GREPECAS approved by the Council of ICAO, together with the work programme and internal instructions developed by GREPECAS for the practical application of its Terms of Reference.

0.1.2 The Handbook consists of a series of loose-leaf pages organized in Section and Part headings describing the Terms of Reference, Composition, Position in ICAO, Working Arrangements, Rules of Procedure and Practices governing the Conduct of Business.

0.1.3 The framework of Section and Part headings, as well as the page numbering have been developed so as to provide flexibility, facilitating the review or the addition of new material. Each Section is self-contained and includes an Introduction giving its purpose and status.

0.1.4 Pages bear the date of issuance as applicable. Replacement pages are issued as necessary and any portions of the pages that have been revised are identified by a vertical line in the margin. Additional material will be incorporated in the existing Sections or will be the subject of new Sections, as required.

0.1.5 Changes to text are identified by a vertical line in the margin in the following manner:

Italics	for new or revised text;
Italics	for editorial modification which does not alter the substance or meaning of the text; and
Strikethrough	for deleted text.

The absence of change bars, when data or page numbers have changed, will signify re-issue of the section concerned or re-arrangement of text (e.g. following an insertion or deletion with no other changes).

0.1.6 The Procedural Handbook is distributed to Members and Observers of GREPECAS, the ICAO Secretariat, and to other States and International Organizations participating in meetings, contributing to, or having interest in the work of the GREPECAS and/or its Contributory Bodies.

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

PROCEDURAL HANDBOOK

SECTION 1

**GREPECAS TERMS OF REFERENCE, WORKING ARRANGEMENTS AND
RULES OF PROCEDURE FOR THE CONDUCT OF MEETINGS**

1.0.1 Background

1.0.1.1 The CAR/SAM Regional Planning and Implementation Group (GREPECAS) was set up by the Council of ICAO, in 1990, as recommended by the Second CAR/SAM Regional Air Navigation Meeting, 1989. (Action by Council on Recommendation 14/6 of the CAR/SAM/2 RAN Meeting is set out in Supplement No. 1 to Doc 9543, CAR/SAM/2).

1.0.1.2 The Council (C-Min. 130/15) on 20 June 1990, established the GREPECAS with an initial membership consisting of seventeen (17) States. The current Members are as follows:

Antigua and Barbuda (<i>representing</i>	Ecuador
<i>Dominica, Grenada, Saint Kitts</i>	France
<i>and Nevis, Saint Lucia, and</i>	Haiti
<i>Saint Vincent and Grenadines)</i>	Jamaica
Argentina	Mexico
Barbados	Panama
Bolivia/ ~~Paraguay (in rotation every two years)~~	Paraguay
Brazil	Peru
Chile	Trinidad and Tobago
Colombia	United Kingdom
Costa Rica	United States
Cuba	Uruguay
Dominican Republic	Venezuela

1.0.1.3 Based on Recommendation 14/6 of the CAR/SAM/2 RAN Meeting which was approved by the Council of ICAO and additional changes made by GREPECAS this Section sets out the GREPECAS Terms of Reference, its composition and its position in ICAO, the guidelines which should govern its working arrangements (including relations with States, International Organizations and ICAO specialized regional bodies), and the Rules of Procedure for the conduct of its meetings and those of its Contributory Bodies.

1.0.1.4 Set out below in chronological order are the dates and sites of meetings of the GREPECAS:

First Meeting	Caracas, Venezuela: 22-29 April 1991
Second Meeting	Fort Lauderdale, Florida, USA: 20-24 July 1992
Third Meeting	Buenos Aires, Argentina: 6-10 September 1993
Fourth Meeting	Panama, Panama: 20-26 September 1994
Fifth Meeting	Lima, Peru: 24-30 October 1995
Sixth Meeting	Mexico City, Mexico: 1-7 October 1996
Seventh Meeting	Lima, Peru: 7-13 October 1997
Eighth Meeting	Santo Domingo, Dominican Republic: 9-17 November 1998
Ninth Meeting	Rio de Janeiro, Brazil: 7-12 August 2000
Tenth Meeting	Las Palmas, Canary Islands, Spain: 23-27 October 2001
Eleventh Meeting	Manaus, Brazil: 3-7 December 2002
Twelfth Meeting	Havana, Cuba: 7 to 11 June 2004
Thirteenth Meeting	Santiago, Chile: 14 to 18 November 2005
Fourteenth Meeting	San Jose, Costa Rica: 16 to 20 April 2007

1.0.2 **Structure of Section 1**

1.0.2.1 This Section of the Procedural Handbook consists of five Parts:

Part 1 - GREPECAS Terms of Reference, composition and its position in ICAO;

Part 2 - Working Arrangements of the GREPECAS;

Part 3 - Working Arrangements of the Contributory Bodies;

Part 4 -Rules of Procedure for the conduct of meetings of the GREPECAS; and

Part 5 - Rules of Procedure for the conduct of meetings of the Contributory Bodies.

1.1.1 **GREPECAS Provisions**

1.1.1.1 The provisions described hereunder shall be applicable to the CAR/SAM Regional Planning and Implementation Group (GREPECAS).

1.1.2 **Terms of Reference of the GREPECAS**

1.1.2.1 The Revised Terms of Reference for the Caribbean/South American Regional Planning and Implementation Group (GREPECAS) as proposed by GREPECAS/11 and approved by the Council in its 169th Session on 26 May 2003, are hereby reproduced:

1.1.2.1.1 The Terms of Reference of the Group are:

- a) continuous and coherent development of the CAR/SAM Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and reflecting global requirements;
- b) facilitate the implementation of air navigation systems and services as identified in the CAR/SAM air navigation plan with due observance to the primacy of air safety and security; and
- c) identification and addressing of specific deficiencies in the air navigation field.

1.1.2.1.2 In order to meet the Terms of Reference the Group shall:

- a) review, and propose when necessary, the target dates for implementation of facilities, services and procedures to ensure the coordinated development of the Air Navigation System in the CAR and SAM Regions;
- b) assist the ICAO Regional Offices providing services in the CAR and SAM Regions in their assigned task of fostering implementation of the CAR/SAM Regional Air Navigation Plan;
- c) in line with the Global Aviation Safety Plan (GASP), ensure the conduct of any necessary systems performance monitoring, identify specific deficiencies in the Air Navigation field, especially in the context of safety and security, and propose corrective action;
- d) ensure the development and implementation of an action plan by States to resolve identified deficiencies, where necessary;
- e) promote, support and facilitate the regional implementation of AVSEC provisions;
- f) develop amendment proposals for the update of the CAR/SAM Air Navigation Plan necessary to satisfy any changes in the requirements, thus removing the need for regular regional air navigation meetings;

- g) monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking due account of cost/benefit analysis, business case development, environmental benefits and financing issues;
- h) examine human resource planning and training issues and ensure that the human resource development capabilities in the region are compatible with the CAR/SAM Regional Air Navigation Plan;
- i) review the Statement of Basic Operational Requirements and Planning Criteria and recommend to the Air Navigation Commission such changes to them as may be required in the light of developments;
- j) invite financial institutions, as required, on a consultative basis and at a time it considers appropriate in the planning process to participate in this work;
- k) ensure close cooperation with relevant organizations and State grouping to optimize the use of available expertise and resources; and
- l) conduct the above activities in the most efficient manner possible with a minimum of formality and documentation and call meetings of the GREPECAS only when the Secretary and the Chairperson, through the Administration Coordination Group (ACG), are convinced that it is necessary to do so.

1.1.3 Size of GREPECAS and designation of its Members*

1.1.3.1 GREPECAS should be composed of experts nominated by GREPECAS member States in the CAR/SAM Regions, ensuring a balanced representation from both Regions.

1.1.3.2 Groups of States suitably located in relation to each other should, if possible, make arrangements for collective representation.

1.1.3.3 States should ensure that their designated representatives on GREPECAS have qualifications and sound experience in the provision of the full range of international air navigation systems and serve for a sufficient period of time in order to maintain continuity in the activities of GREPECAS. The designated representative can be assisted, when required, by technical advisers during meetings of GREPECAS.

Changes to Membership and/or size of GREPECAS*

1.1.3.4 Changes to the membership and/or size of GREPECAS may be proposed by any State located in the CAR and SAM Regions or by GREPECAS.

* *Terms of Reference, size of group and membership shall be subject to ICAO Council Approval*

1.1.4 **Participation**

General

1.1.4.1 Subject to the applicable provisions in this section, any Contracting State of ICAO is entitled to participate in meetings of the GREPECAS, if it so wishes. To this effect, the State concerned should notify the Secretary of GREPECAS of its intention of being represented, no later than 30 days prior to the meeting in which it has decided to participate. Such notification should include an indication of the subjects in which that State is interested and the name and title of its representative(s).

Non-Member States

1.1.4.2 Non member States located in the CAR and SAM Regions and entitled to participate in CAR/SAM Regional Air Navigation Meetings shall also be entitled to be represented at meetings of GREPECAS, if they so wish. States should, however, take into account the need for keeping meetings of GREPECAS as small and as informal as possible for efficiency purposes.

1.1.4.3 In addition, GREPECAS may invite States to participate in its meetings whenever it feels that such States will be affected by specific aspects of the work of GREPECAS or when this will be of assistance in the general conduct of its work.

1.1.4.4 Any State other than those mentioned in paragraphs 1.1.4.2 and 1.1.4.3 above, having aircraft on its register or an operator whose principal place of business or permanent residence is located in such State, which operates into the CAR and SAM Regions shall have the right to participate in the meetings of GREPECAS subject to the applicable provisions in paragraph 1.1.3.3.

1.1.4.5 States not covered by the provisions in paragraphs 1.1.4.2, 1.1.4.3 and 1.1.4.4 above may participate as observers in meetings of GREPECAS, subject to the applicable provisions in 1.1.3.3 above.

1.1.4.6 The ICAO Regional Directors of the NACC and SAM Offices should endeavour to ensure representation by States, International Organizations, CAR/SAM bodies and organizations invited by GREPECAS to participate in its meetings.

Note: The Secretary of the GREPECAS, in consultation with the Chairperson shall undertake to keep the total number of participants to a level consistent with the required efficiency of the proceedings.

1.1.5 **Participation by International Organizations**

1.1.5.1 GREPECAS shall normally invite representatives of International Organizations recognized by the Council as representing important civil aviation interests to participate in its work in an observer status. These include, ACI, COCESNA, EUROCONTROL, IAOPA, IATA, IBAC, IFALPA IFATCA and LACAC. Other International Organizations and/or CAR/SAM bodies and organizations may also participate when specifically invited by GREPECAS.

1.1.6 Co-ordination with Technical Co-operation Projects

1.1.6.1 The GREPECAS Mechanism, in order to carry out specific tasks, could be supported by Technical Co-operation Projects. In this regard, the Coordination Committees of the Technical Co-operation Projects could suggest based on its proper criteria or by considering a request from GREPECAS, the development of specific tasks/activities as part of their objectives. Once the work performed by the TC Projects on the corresponding GREPECAS issues is finalized, the results of the Project work will be presented to the appropriate GREPECAS/Contributory Body in the form of a Working Paper for its review and adoption as necessary.

1.1.7 Creation and dissolution of Contributory Bodies

1.1.7.1 In order to assist in its planning and implementation work, GREPECAS may create Contributory Bodies*, charged with preparatory work on specifically defined issues requiring expert advice for their resolution. Representation in such Contributory Bodies should be by specialists in the subjects concerned and familiar with the area under consideration. The establishment and the work of such Contributory Bodies shall be governed by the following considerations:

- a) a contributory body shall only be formed when it has been clearly established that it is likely to be able to make a substantial contribution to the resolution of the issue in question;
- b) it shall be given clear and concise terms of reference describing not only its tasks but also an expected target dates for their completion;
- c) its composition shall be such that, while being kept as small as possible, States (whether or not they are Members of the CAR/SAM Regional Planning and Implementation Group itself) and International Organizations likely to be able to make valid contributions are given the opportunity to participate in it;
- d) its work progress shall be subject to review by GREPECAS, especially in order to avoid duplication of effort in fields already covered by other activities;
- e) in order to expedite the internal work of GREPECAS, GREPECAS may decide to coordinate and consolidate some activities carried out by any of the Contributory Bodies; and
- f) a contributory body shall be dissolved as soon as it has either completed its assigned tasks or it has become apparent that work on the subject in question cannot be usefully continued.

* *Contributory Bodies can be: Groups, Subgroups, Committees, Task Forces, Boards, etc.*

1.1.8 Position in ICAO

1.1.8.1 GREPECAS shall be the guiding and co-ordinating body for all activities conducted within ICAO concerning the Air Navigation System for the CAR and SAM Regions but shall not assume authority vested in other ICAO bodies, except where such bodies have specifically delegated their authority to GREPECAS. The activities of GREPECAS shall be subject to review by the Council.

1.1.8.2 The work of other bodies established and meetings (excluding limited, special or full-scale RAN meetings) held within the framework of ICAO, concerned with the CAR/SAM air navigation system, should be co-ordinated as appropriate with the GREPECAS so as to ensure full harmonization with all regional activities regarding the development and operation of the CAR/SAM air navigation system.

1.2.1 Relations with States

1.2.1.1 States located geographically in the CAR and SAM Regions, States having dependent territories in these Regions, and States having aircraft on their register which operate in these Regions, shall be kept fully informed of the activities of the GREPECAS. To achieve this objective, States should receive, on a regular basis, as appropriate:

- a) Draft agenda for meetings of GREPECAS;
- b) The reports on meetings of GREPECAS; and
- c) The summaries or reports on meetings of its Contributory Bodies.

1.2.1.2 States should ensure necessary co-ordination and follow-up of GREPECAS activities within their Administrations.

1.2.1.3 GREPECAS may obtain information from CAR and SAM provider States on specific questions and offer them advice in the form of specific proposals for action.

1.2.2 Relations with other Bodies and Organizations

1.2.2.1 GREPECAS shall keep itself informed of the activities of other bodies and organizations to the extent that such activities are likely to have an impact on the planning and operation of the CAR/SAM air navigation system.

1.2.2.2 When necessary, the GREPECAS shall provide information and advice to such bodies and organizations, if this is required, in order to:

- a) avoid duplication of studies and/or effort; and
- b) engage their assistance in matters which, while having a bearing on the air navigation system, are outside the framework of ICAO and/or the Terms of Reference of GREPECAS.

1.2.3 Administration of the GREPECAS

1.2.3.1 The GREPECAS shall be administered as follows:

- a) by a Chairperson elected from the Representatives designated by Member States of GREPECAS. A First and Second Vice-Chairperson shall also be elected from the Representatives. The Chairperson shall:
 - i) attend, to the extent possible, all Meetings of the GREPECAS under his/her chairmanship;
 - ii) participate, with the Secretariat, in the development of GREPECAS Meeting Reports; and
 - iii) present the Meeting Reports of the GREPECAS under his/her chairmanship; and

- b) by a Secretary designated by the Secretary General of ICAO. In the execution of his/her duties the Secretary will be supported by the NACC and SAM Regional Offices.

1.2.3.2 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of GREPECAS. GREPECAS shall at all times work with a minimum of formality and paperwork.

1.2.3.3 The Administration Coordination Group (ACG) will co-ordinate and harmonize administrative matters of GREPECAS and its Contributory Bodies; tasks related with the internal organization; and holding of meetings. It will also follow-up work between Plenary Meetings, taking into account the work undertaken by the Contributory Bodies; and it will follow-up and monitor the target dates assigned to tasks under a project management process. The ACG is composed by the Chairperson and Vice-Chairperson of the GREPECAS, the Secretary of the GREPECAS, the Regional Directors of the NACC and SAM Regional Offices, a RAO representative and the Secretaries of the Contributory Bodies, and if considered necessary, the Chairpersons and Vice-Chairpersons of the Contributory Bodies.

1.2.3.4 With respect to the use of project management tools, their use would permit GREPECAS and its contributory bodies to have greater control of the execution of all the tasks included in the respective work programmes.

1.2.3.5 Contributory Bodies shall start their work structuring a task schedule with established target dates which shall be sent to the Secretary of GREPECAS for approval by its members, in observance of paragraph 1.2.3.7 b) and this Procedural Handbook.

1.2.3.6 Between meetings of GREPECAS or its Contributory Bodies, some subjects may be dealt with by correspondence among appointed Representatives of its Member States through the Secretary of the GREPECAS or of the Contributory Body concerned in co-ordination with the Administration Coordination Group (ACG), as necessary. However, if States are to be consulted, this should be done through the corresponding ICAO Regional Office.

1.2.3.7 With respect to the means of communications, GREPECAS should as a minimum use the following:

- a) the Secretariat's Web page, for distribution of the supporting documentation of all GREPECAS and its Contributory Bodies' meetings, as well as the reports of the aforementioned meetings; and
- b) in the interval between meetings, the Secretariat should intensively use available electronic means, with a view to expediting the approval and implementation process of the draft Decisions and Conclusions provided by the Contributory Bodies which, at the Secretariat's discretion, need immediate attention.

1.2.3.8 All Draft Decisions and Conclusions that are pre-approved between Meetings through the ACG fast-track, will be included in the report of the following GREPECAS Meeting and will be marked with a footnote that includes the original numbering and the date on which they were pre-approved by GREPECAS Members through the ACG fast-track.

1.2.4 **Meetings of GREPECAS**

1.2.4.1 Based on the advice of the Members of GREPECAS and of the Secretary, the Chairperson shall decide the date and duration of meetings of GREPECAS in consultation with the ACG.

1.2.4.2 Meetings shall normally be convened alternatively at locations in the CAR and SAM Regions.

1.2.4.3 Representatives of participating States/International Organizations may be accompanied by advisers. Total attendance should, however, be kept to a minimum consistent with the topics to be discussed.

1.2.4.4 The NACC and SAM Regional Offices and the Regional Affairs Office (RAO) in Montreal shall normally provide the requisite Secretariat services to GREPECAS.

1.2.5 **Continuity of Participation**

1.2.5.1 With a view to ensuring efficiency of GREPECAS business, States and International Organizations designating experts to GREPECAS and its Contributory Bodies should strive to ensure continuity and regularity of their participation at meetings of such bodies.

1.2.6 **Co-ordination and reporting lines**

1.2.6.1 GREPECAS reports to the ICAO Council through its Secretary and the ICAO Secretariat as follows:

- a) proposals for amendment of the Air Navigation Plan (facilities, services and Basic Operational Requirements and Planning Criteria) and proposals for amendment of the Regional Supplementary Procedures (SUPPs) originated by the GREPECAS will be processed in accordance with the approved amendment procedures;
- b) suggestions by the GREPECAS calling for amendment or modification of the provisions in the ICAO world-wide provisions (Annexes and PANS) will be submitted to the Air Navigation Commission for consideration and action as appropriate;
- c) items concerning serious deficiencies in implementation of the CAR and SAM Regional Plans will be brought to the attention of the States concerned, and, after all possible efforts for implementation have been exhausted, to the attention of the ANC;

Note: *On 30 November 2001, the ICAO Council approved the uniform methodology reproduced in **Appendix A** to Part 2 of this Procedural Handbook, for information and further action.*

- d) specific policy issues emanating from the work of the GREPECAS and matters of impact on other regions will be submitted to the Council; and
- e) matters concerning GREPECAS terms of reference, its composition, position in ICAO and working arrangements, will be submitted to the Council.

1.2.6.2 Routine relations between GREPECAS or its Contributory Bodies and other ICAO groups and meetings concerning the CAR and SAM Regions shall be conducted through the respective Secretaries and/or the ICAO Regional Director of the Office of accreditation as required.

1.2.6.3 Relations with representatives of States designated as Members of GREPECAS and representatives of International Organizations regularly attending the meetings of the GREPECAS shall be conducted through the Secretary of GREPECAS. Other ICAO Regional Offices shall be kept informed of such correspondence whenever it may have an impact on their work.

1.2.6.4 Relations with States and International Organizations whether or not represented in GREPECAS, as well as relations with CAR or SAM bodies and Organizations will normally be conducted through the ICAO Regional Director of the Office of accreditation.

1.2.6.5 For coordination with Technical Co-operation Projects, please refer to paragraph 1.1.6, Section 1, Part 1.

**UNIFORM METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT
AND REPORTING OF AIR NAVIGATION DEFICIENCIES**

(Approved by the Council on 30 November 2001)

1. INTRODUCTION

1.1 Based on the information resulting from the assessment carried out by ICAO on the input received from various regions regarding deficiencies in the air navigation field, it became evident that improvements were necessary in the following areas:

- a) collection of information;
- b) safety assessment of reported problems;
- c) identification of suitable corrective actions (technical / operational / financial / organizational), both short-term and long-term; and
- d) method of reporting in the reports of ICAO planning and implementation regional groups (PIRGs).

1.2 This methodology is therefore prepared with the assistance of ICAO PIRGs and is approved by the ICAO Council for the efficient identification, assessment and clear reporting of air navigation deficiencies. It may be further updated by the Air Navigation Commission in the light of the experience gained in its utilization.

1.3 For the purpose of this methodology, the definition of deficiency is as follows:

A *deficiency* is a situation where a facility, service or procedure does ~~not comply~~**not comply** with a regional air navigation plan approved by the Council, or with related ICAO Standards and Recommended Practices, and which situation has a negative impact on the safety, regularity and/or efficiency of international civil aviation.

2. COLLECTION OF INFORMATION

2.1 Regional office sources

2.1.1 As a routine function, the regional offices should maintain a list of specific deficiencies, if any, in their regions. To ensure that this list is as clear and as complete as possible, it is understood that the regional offices take the following steps:

- a) compare the status of implementation of the air navigation facilities and services with the regional air navigation plan documents and identify facilities, services and procedures not implemented;
- b) review mission reports with a view to detecting deficiencies that affect safety, regularity and efficiency of international civil aviation;

- c) make a systematic analysis of the differences with ICAO Standards and Recommended Practices filed by States to determine the reason for their existence and their impact, if any, on safety, regularity and efficiency of international civil aviation;
- d) review aircraft accident and incident reports with a view to detect possible systems or procedures deficiencies;
- e) review inputs, provided to the regional office by the users of air navigation services on the basis of Assembly Resolution A33-14, Appendix M;
- f) assess and prioritize the result of a) to e) according to paragraph 4;
- g) report the outcome to the State(s) concerned for resolution; and
- h) report the result of g) above to the related PIRG for further examination, advice and report to the ICAO Council, as appropriate through PIRG reports.

2.2 States' sources

2.2.1 To collect information from all sources, States should, in addition to complying with the Assembly Resolution A31-10, establish reporting systems in accordance with the requirements in Annex 13, paragraph 7.3. These reporting systems should be non-punitive in order to capture the maximum number of deficiencies.

2.3 Users' sources

2.3.1 Appropriate international organizations, including the International Air Transport Association (IATA) and the International Federation of Air Line Pilots' Associations (IFALPA), are valuable sources of information on deficiencies, especially those that are safety related. In their capacity as users of air navigation facilities they should identify facilities, services and procedures that are not implemented or are unserviceable for prolonged periods or are not fully operational. In this context it should be noted that Assembly Resolution A33-14, Appendix M and several decisions of the Council obligate users of air navigation facilities and services to report any serious problems encountered due to the lack of implementation of air navigation facilities or services required by regional plans. It is emphasized that this procedure, together with the terms of reference of the PIRGs should form a solid basis for the identification, reporting and assisting in the resolution of non-implementation matters.

3. REPORTING OF INFORMATION ON DEFICIENCIES

3.1 In order to enable the ICAO PIRGs to make detailed assessments of deficiencies, States and appropriate international organizations including IATA and IFALPA, are expected to provide the information they have to the ICAO regional office for action as appropriate, including action at PIRG meetings.

3.2 The information should at least include: description of the deficiency, risk assessment, possible solution, time-lines, responsible party, agreed action to be taken and action already taken.

3.3 The agenda of each PIRG meeting should include an item on air navigation deficiencies, including information reported by States, IATA and IFALPA in addition to those identified by the regional office according to paragraph 2.1 above. Review of the deficiencies should be a top priority for each meeting. The PIRGs, in reviewing lists of deficiencies, should make an assessment of the safety impact for subsequent review by the ICAO Air Navigation Commission.

3.4 In line with the above, and keeping in mind the need to eventually make use of this information in the planning and implementation process, it is necessary that once a deficiency has been identified and validated, the following fields of information should be provided in the reports on deficiencies in the air navigation systems. These fields are as follows and are set out in the reporting form attached hereto.

a) Identification of the requirements

As per ICAO procedures, Regional Air Navigation Plans detail inter alia air navigation requirements including facilities, services and procedures required to support international civil aviation operations in a given region. Therefore, deficiencies would relate to a requirement identified in the regional air navigation plan documents. As a first item in the deficiency list, the requirements along with the name of the meeting and the related recommendation number should be included. In addition, the name of the State or States involved and/or the name of the facilities such as name of airport, FIR, ACC, TWR, etc. should be included.

b) Identification of the deficiency

This item identifies the deficiency and would be composed of the following elements:

- i) a brief description of the deficiency;
- ii) date deficiency was first reported; and
- iii) appropriate important references (meetings, reports, missions, etc).

c) Identification of the corrective actions

In the identification of the corrective actions, this item would be composed of:

- i) a brief description of the corrective actions to be undertaken;
- ii) identification of the executing body;
- iii) expected completion date of the corrective action¹; and
- iv) when appropriate or available, an indication of the cost involved.

¹ It should be noted that a longer implementation period could be assigned in those cases in which the expansion or development of a facility was aimed at serving less frequent operations or entailed excessive expenditures.

4. ASSESSMENT AND PRIORITIZATION

4.1 A general guideline would be to have three levels of priority organized on the basis of safety, regularity and efficiency assessment as follows:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

5. MODEL REPORTING TABLE FOR USE IN THE REPORTS OF PIRGS

5.1 Taking the foregoing into account, the model table at the Appendix is for use by PIRGs for the identification, assessment, prioritization etc. of deficiencies. It might be preferred that a different table would be produced for each of the different topics i.e. AGA, ATM, SAR, CNS, AIS/MAP, MET. However, all tables should be uniform.

6. ACTION BY THE REGIONAL OFFICES

6.1 Before each PIRG meeting, the regional office concerned will provide advance documentation concerning the latest status of deficiencies.

6.2 It is noted that the regional offices should document serious cases of deficiencies to the Air Navigation Commission (through ICAO Headquarters) as a matter of priority, rather than waiting to report the matter to the next PIRG meeting, and that the Air Navigation Commission will report to the Council.

REPORTING FORM ON AIR NAVIGATION DEFICIENCIES IN THE FIELD IN THE REGION

Identification		Deficiencies			Corrective action			
Requirements	States/facilities	Description	Date first reported	Remarks	Description	Executing body	Date of completion	Priority for action*
Requirement of Part..., paragraph (table).. of the air navigation plan	Terra X Terra Y	Speech circuits not implemented Villa X - Villa Y	12 Dec. 2..X	Coordination meeting between Terra X and Terra Y on 16 July 2..X to finalize arrangements to implementation circuit via satellite	Implementation of direct speech circuit via satellite	Terra X	20 Aug. 2..X	A

* Priority for action to remedy a deficiency is based on the following safety assessments:

“U” priority = Urgent requirements having a direct impact on safety and requiring immediate corrective actions.

Urgent requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is urgently required for air navigation safety.

“A” priority = Top priority requirements necessary for air navigation safety.

Top priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation safety.

“B” priority = Intermediate requirements necessary for air navigation regularity and efficiency.

Intermediate priority requirement consisting of any physical, configuration, material, performance, personnel or procedures specification, the application of which is considered necessary for air navigation regularity and efficiency.

1.3.1 Relations with States

1.3.1.1 States located geographically in the CAR and SAM Regions as well as States having dependent territories in these Regions, shall be kept fully informed of activities of the Contributory Bodies of the GREPECAS. To achieve this objective, States should receive, on a regular basis:

- a) Draft agenda for meetings of the Contributory Bodies; and
- b) The reports on meetings of the Contributory Bodies.

1.3.1.2 States should ensure necessary co-ordination and follow-up of the Contributory Bodies' activities within their Administrations.

1.3.1.3 Contributory Bodies may obtain information from CAR and SAM provider States on specific questions and offer them advice in the form of specific proposals for action.

1.3.2 Relations with other Bodies and Organizations

1.3.2.1 Contributory Bodies shall keep informed of the activities of other bodies and organizations to the extent that such activities are likely to have an impact on the planning and operation of the CAR/SAM air navigation system.

1.3.2.2 When necessary, the Contributory Bodies of the GREPECAS shall provide information and advice to such bodies and organizations, if this is required, in order to:

- a) avoid duplication of studies and/or effort; and
- b) engage their assistance in matters which, while having a bearing on the air navigation system, are outside the framework of ICAO and/or the Terms of Reference of the Contributory Bodies.

1.3.3 Administration of the Contributory Bodies of the GREPECAS

1.3.3.1 The Contributory Bodies of the GREPECAS shall be administered as follows:

- a) by a Chairperson elected from the Representatives designated by Member States of GREPECAS. A Vice-Chairperson shall also be elected from these Representatives. The Chairperson shall:
 - i) attend, to the extent possible, all Meetings of Contributory Bodies under his/her chairmanship;
 - ii) participate, with the Secretariat, in the development of Meeting Reports of the Contributory Bodies; and
 - iii) present the Meeting Reports of the Contributory Bodies under his/her chairmanship, to the appropriate Meeting for its consideration, and eventual presentation to GREPECAS; and

- b) by a Secretary designated by the Secretary of the GREPECAS. In the execution of his/her duties the Secretary will be supported by the NACC and SAM Regional Offices.

1.3.3.2 The Chairperson, in close co-operation with the Secretary, shall make all necessary arrangements for the most efficient working of the Contributory Body. Contributory Bodies shall at all times work with a minimum of formality and paperwork.

1.3.3.3 The Administration Coordination Group (ACG) will co-ordinate and harmonize administrative matters of the Contributory Bodies of the GREPECAS; tasks related with the internal organization; and holding of events. It will also follow-up work undertaken by the Contributory Bodies; and it will follow-up and monitor the target dates assigned to tasks under a project management process.

1.3.3.4 Between meetings of GREPECAS or its Contributory Bodies, some subjects may be dealt with by correspondence among appointed Representatives of its Member States through the Contributory Body concerned in co-ordination with the Administration Coordination Group (ACG), as necessary. However, if States are to be consulted this should be done through the corresponding ICAO Regional Office.

1.3.3.5 With respect to the use of means of communications, Contributory Bodies of the GREPECAS should as a minimum use the following:

- a) the Secretariat's Web page, for distribution of the supporting documentation of all GREPECAS and its Contributory bodies' meetings, as well as the reports of the aforementioned meetings; and
- b) in the intervals between meetings, the Secretariat, in consultation with the ACG, should use the available electronic means, with a view to expediting the approval and implementation process of the draft Decisions and Conclusions provided by the Contributory Bodies which, at the Secretariat's discretion, need immediate attention.

1.3.4 Meetings of the Contributory Bodies

1.3.4.1 Based on the advice of the Members of the Contributory Bodies and of the Secretary, the Chairperson may propose the date and duration of meetings of each Contributory Body for coordination with the ACG.

1.3.4.2 Meetings shall normally be convened alternatively at locations in the CAR and SAM Regions.

1.3.4.3 Representatives of participating States/International Organizations may be accompanied by advisers. Total attendance should, however, be kept to a minimum consistent with the topics to be discussed.

1.3.5 Establishment

1.3.5.1 Contributory Bodies

1.3.5.1.1 In order to assist it in its work, GREPECAS may create Contributory Bodies, charged with preparatory work on specific issues requiring expert advice for their resolution.

1.3.5.1.2 The establishment and the work of such Contributory Bodies shall be governed by the procedures in Section 1, Part 1, paragraph 1.1.7.1.

1.3.5.1.3 Participation in Contributory Bodies shall be by specialists in the subjects under consideration. Such specialists should be provided by States (whether or not they have been designated as Members of the GREPECAS), International Organizations and/or CAR/SAM bodies and Organizations having relevant experience in the field concerned.

1.3.5.1.4 In order to avoid Contributory Bodies Meetings being cancelled due to the lack of participation by States/International Organizations who are members but who do not attend the Meetings, nor contribute to their work, the ACG will decide if such States/International Organizations are to be removed from the composition of the Contributory Bodies.

1.3.5.1.5 Secretaries of Contributory Bodies established by GREPECAS will be appointed by the Secretary of GREPECAS, after co-ordination, as necessary, with the other ICAO Regional Director.

1.3.5.2 Task Forces/Working Groups/Ad Hoc Groups

1.3.5.2.1 Contributory Bodies may appoint task forces, working groups and/or ad hoc groups composed of experts either from within and/or outside GREPECAS or the Contributory Body as the case may be, to perform studies or prepare supporting documentation on defined subjects for consideration by GREPECAS or Subgroups and Committees as a whole. Other States and International Organizations may also be invited to provide experts to participate in these bodies, as required.

1.3.6 Coordination

1.3.6.1 Contributory Bodies report to GREPECAS in accordance with Part 1 of this Handbook. Coordination among Contributory Bodies will primarily be ensured by GREPECAS when establishing their terms of reference and work programme or taking action on their reports. In addition, the work of the Contributory Bodies should also be co-ordinated through their respective Chairpersons and Secretaries.

1.3.6.2 Routine relations between GREPECAS or its Contributory Bodies and other ICAO groups and meetings concerning the CAR and SAM Regions shall be conducted through the respective Secretaries and/or the ICAO Regional Director of the Office of accreditation as required.

1.3.6.3 Relations with representatives of States designated as Members of GREPECAS and representatives of International Organizations regularly attending the meetings of the GREPECAS shall be conducted through the Secretary of GREPECAS. Other ICAO Regional Offices shall be kept informed of such correspondence, whenever it may have an impact on their work.

1.3.6.4 Relations with the experts of Contributory Bodies shall normally be conducted by the Secretary of the Contributory Body concerned.

1.3.6.5 For coordination with Technical Co-operation Projects, please refer to paragraph 1.1.6, Section 1, Part 1.

1.3.7 Reporting lines

1.3.7.1 The Contributory Bodies report to the Secretary of GREPECAS and consequently he reports to the ICAO Council in accordance with Part 2, paragraph 1.2.6.

1.3.7.2 The Secretary of the ATM Committee and the Secretary of the CNS Committee report directly to the Secretary of the ATM/CNS Subgroup and consequently he reports to the Secretary of GREPECAS.

1.3.7.3 Rapporteurs of Task Forces will report directly to the Secretary of the respective Contributory Body.

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No. 1

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No. 1

1.4.1 **General**

1.4.1.1 To achieve a minimum formality and paperwork, the application of the rules of procedure for the conduct of meetings should be as flexible and simple as possible. GREPECAS is expected to conduct its business by consensus of all interested parties. The following provisions do not include any procedures for handling motions or voting.

1.4.1.2 There shall be no minutes for the meetings of GREPECAS. Reports on meetings should not include formal statements by members or observers. However, where consensus was only achieved after specific divergent views were expressed in relation to the decisions taken or the conclusions reached, those views shall be recorded as an integral part of the Report.

1.4.2 **Convening of Meetings**

Note: In addition to the working arrangements set forth in paragraph 1.2.4 of Part 2, the rules of procedure below should be followed in convening meetings of GREPECAS.

1.4.2.1 At each of its meetings GREPECAS should endeavour to agree on the location, date and duration of its next meeting based on the recommendations of the ACG (including contributory body meetings over a two calendar year period). In this respect, the convening of one meeting per year would generally suffice. However, in order to safeguard coherent and orderly air navigation planning in the interest of States and air navigation system users in the CAR and SAM Regions, GREPECAS may determine the need for an additional meeting in any given year.

1.4.2.2 A convening letter for a meeting shall be addressed by the Secretary of GREPECAS, normally **90** days prior to the meeting, to representatives of:

- a) States designated as Members;
- b) Other CAR/SAM States;
- c) non CAR/SAM States, as applicable; and
- d) International Organizations invited to participate on a continuous basis in the activities of GREPECAS (in accordance with para. Ref. 1.1.5.1).

1.4.2.3 The convening letter should include the draft agenda, together with explanatory notes prepared by the Secretary in order to assist participants in preparing for the meeting. In addition, an Information Paper containing a summarized report on the CAR/SAM Regional Offices' activities since the last meeting, shall be distributed at all GREPECAS Meetings.

1.4.2.4 The ICAO Regional Directors from the NACC and SAM Offices shall invite States and International Organizations located within their area of accreditation. This should be done by means of a State Letter.

1.4.3 **Establishment of the Agenda**

1.4.3.1 The Secretary, in consultation with the Administration Coordination Group, shall establish a draft agenda on the basis of the work programme adopted and the documentation available.

1.4.3.2 The draft agenda shall be circulated with the convening letter, as specified in paragraph 1.4.2.2 above, for comments by expected participants in the meeting.

1.4.3.3 Comments in relation to the draft agenda or the work of GREPECAS received no later than 10 days prior to the meeting, will be submitted to the meeting in the form of a Working Paper.

1.4.3.4 At the opening of the meeting any State or international organization may propose the inclusion of additional items on the agenda, and this shall be accepted if the majority of States attending so agree.

1.4.4 **Languages**

1.4.4.1 The languages of the meetings of the GREPECAS shall be English and Spanish.

1.4.4.2 The reports on meetings and supporting documentation for meetings of GREPECAS will be prepared in English and Spanish.

1.4.5 **Officers and Secretariat of the GREPECAS**

Note: The following rules of procedure are supplementary to the working arrangements for the administration of the GREPECAS contained in paragraph 1.2.3 of Part 2.

1.4.5.1 In order to ensure the necessary continuity in the work of GREPECAS and unless otherwise determined by special circumstances, the Chairperson, the First Vice-Chairperson and Second Vice-Chairperson of the GREPECAS should assume their functions at the end of the meeting at which they are elected, and normally serve for a period of three years.

1.4.5.2 States designated as Members of GREPECAS may at any time request that the election of the Chairperson and/or Vice-Chairpersons be included on the agenda. Elected Officers may be re-elected.

1.4.5.3 The Secretary of the GREPECAS will serve as Secretary of the meetings of GREPECAS. He/she will be assisted by Officers of the NACC and SAM Offices of ICAO, as well as the Regional Affairs Office in ICAO Headquarters, as required.

1.4.5.4 Reports of GREPECAS and Contributory Bodies shall be presented by the corresponding Chairperson and in his absence by the Vice Chairperson and/or if not present, by a designated member of the GREPECAS or the contributory body.

1.4.6 **Supporting documentation**

1.4.6.1 Documentation and/or electronic presentations for meetings of the GREPECAS will be prepared by the Secretariat, States designated as Members of GREPECAS and International Organizations participating on a continuous basis in the activities of GREPECAS. As two ICAO Regional Offices, namely, NACC and SAM, are concerned with the activities of the GREPECAS, the Secretary will ensure that adequate co-ordination is effected with these two Offices so that working papers presented to GREPECAS reflect the realities of the two areas of accreditation.

1.4.6.2 Any State, International Organization and CAR or SAM body or Organization, whether or not attending, may submit material for consideration by a meeting. In cases where the material submitted is in the form of supporting documentation on a specific subject, the originator is expected to attend the meeting to which it is presented, at least during the discussions on the subject concerned.

1.4.6.3 Supporting documentation shall be presented in the form of:

- a) Working Papers;
- b) Information Papers;
- c) Discussion Papers (originated and distributed during the Meeting);
- d) Flimsies; and
- e) Other documentation.

1.4.6.3.1 Working Papers

1.4.6.3.1.1 A working paper is intended to serve primarily as a basis for discussion and action to be taken by a meeting of GREPECAS. Working Papers shall be distributed by the Secretary to:

- a) Representatives of States designated as Members of GREPECAS;
- b) States having notified the Secretary of their intention of being represented at the relevant meeting;
- c) International organizations attending GREPECAS activities on a continuous basis; and
- d) provider States whose facilities and/or services are the subject of the paper.

1.4.6.3.1.2 Working Papers shall be distributed by the ICAO Regional Directors. The Regional Offices shall distribute the meeting's documentation to the accredited States/Territories/International Organizations.

1.4.6.3.1.3 The Secretariat will prepare a basic working paper on each agenda item, defining the subject and providing a brief historical background. As appropriate, the working paper will include lines of development, tentative conclusions and specific suggestions for action.

1.4.6.3.1.4 Working papers are papers submitted for consideration under specific agenda items. States and International Organizations should prepare their working papers with specific proposals for action. All other working papers will be deemed to be information papers.

1.4.6.3.1.5 Working papers should be presented in the following form:

- a) each paper should be limited to one agenda item;

- b) each paper should be brief and not exceed six pages of print (excluding Appendixes);
- c) the first element of each paper should summarize concisely the purpose of the proposal, its rationale and include essential references to the background of the subject; and
- d) the final element should contain the recommended action suggested to the meeting

1.4.6.3.2 **Information Papers**

1.4.6.3.2.1 Information Papers are intended solely to provide participants at a meeting with factual information on developments of technical or administrative matters of interest to GREPECAS and normally will not be discussed.

1.4.6.3.2.2 Information Papers are produced and will be distributed to the Meeting in the original language only.

1.4.6.3.2.3 Information Papers are not restricted in format, should be as short as possible and should be accompanied by an abstract not exceeding one page in length.

1.4.6.3.3 **Discussion Papers**

1.4.6.3.3.1 Discussion Papers are papers prepared on an ad hoc basis in the course of a meeting, with the purpose of assisting participants in their discussions on a specific matter or in the development of conclusions for the draft report of the meeting.

1.4.6.3.3.2 Discussion Papers are intended for the consideration by a group in the development of its conclusions for a draft report.

1.4.6.3.4 **Flimsies**

1.4.6.3.4.1 Flimsies are very short texts which require printing in order to facilitate their comprehension, or to provide translation, and where their availability is urgently required.

1.4.6.3.5 **Other documentation**

1.4.6.3.5.1 States and International Organizations desiring to present material not written specifically for an agenda item (such as lengthy studies) should provide sufficient quantities thereof for distribution at the meeting. Such material will not be reproduced as working papers.

1.4.6.4 Working Papers prepared by States or International Organizations in Spanish or English may be forwarded to the Secretary for translation. In this case, States or International Organizations concerned should ensure that such documentation reaches the Secretary 45 days in advance of the meeting for which it is intended, to permit timely processing. **Working Papers received after the 45-day period, have to be submitted in both languages. All documentation should be submitted up to 15 days before the meeting for its proper distribution. It should be noted that those papers received after this 15-day period may not be accepted by the Secretariat. All documentation submitted for distribution must be sent electronically.**

1.4.6.5 Pertinent documentation for all GREPECAS and Contributory Bodies Meetings will be distributed electronically and posted on an ICAO Regional Office Web page for downloading; the appropriate password for access to the documentation will be provided by both Regional Offices. The documentation for the Meetings will not be provided at the Meeting venue, except on request.

1.4.7 Conclusions and Decisions of the Meetings

1.4.7.1 Action taken by GREPECAS shall be recorded in the form of:

- a) Conclusions; and
- b) Decisions.

1.4.7.2 **Conclusions** deal with matters which, in accordance with GREPECAS terms of reference, merit directly the attention of States and/or International Organizations, or on which further action is required to be initiated by the Secretary in accordance with established procedures.

1.4.7.2.1 Conclusions are mainly aimed at the furtherance of studies and programmes being undertaken by GREPECAS, its Subgroups and other ICAO Groups or meetings. For the implementation of such conclusions, the Secretary shall:

- a) initiate the required action; or
- b) through the relevant ICAO Regional Office, invite States and International Organizations or other bodies as appropriate to undertake the tasks called for by the Conclusion concerned; or
- c) refer them to the Council and the Air Navigation Commission for appropriate action.

1.4.7.2.2 The Secretary will ensure that conclusions are transmitted to the States concerned through the relevant ICAO Regional Office and will take whatever action may be required to monitor their implementation.

1.4.7.3 **Decisions** relate solely to matters dealing with the internal working arrangements of GREPECAS and its Contributory Bodies.

1.4.8 Conduct of business

1.4.8.1 The meetings of the GREPECAS shall be conducted by the Chairperson or, in his/her absence, by the First or Second Vice-chairperson of GREPECAS, in that order.

1.4.8.2 At the first sitting of each meeting, following the opening by the Chairperson, the Secretary shall inform participants of the arrangements made for the conduct of the meeting, its organization, and of the documentation available for consideration of the different items on the agenda.

1.4.8.3 Each meeting of the GREPECAS will consider, as required:

- a) reports by its Contributory Bodies;

- b) reports by regional bodies;
- c) specific implementation matters; and
- d) review and update of the Work Programme.

1.4.8.4 GREPECAS shall at each of its meetings review the proposals provided by the Contributory Bodies on the update of the outstanding Conclusions in order to keep them current and their number at a minimum consistent with the progress achieved in their implementation

1.4.9 **Reports**

1.4.9.1 Reports on meetings shall be of a simple layout and as concise as possible and shall include:

- a) a brief history of the meeting (location, duration, attendance, agenda, list of documentation and list of Conclusions and Decisions);
- b) a summary of the discussions by GREPECAS on the different items of the agenda including, for each of them, the relevant Conclusion(s) and/or Decision(s);
- c) the work programme and future action by GREPECAS; and
- d) the tentative programme of future meetings of GREPECAS and of its Contributory Bodies.

1.4.9.2 A draft report in English and Spanish will be prepared by the Secretariat and Chairperson and presented by the Chairperson for approval by GREPECAS before the closing of each meeting.

1.4.9.3 ~~The Secretary will place in the GREPECAS website The Final Meeting Report and will inform of said actions shall be circulated by the Secretary to:~~

- a) Members of GREPECAS; and
- b) Other States and International Organizations and CAR/SAM bodies and Organizations having attended the relevant meeting.

1.4.9.4 The report shall be made available **on permanent basis**, through the ICAO Regional Office of accreditation, including the ICAO Website, to all user and provider States of the CAR and SAM Regions as well as to International Organizations and CAR/SAM bodies concerned.

1.4.9.5 **The Secretary of GREPECAS will prepared immediately after the Meeting, an Executive Summary, including a detailed Action Plan for the implementation of the Conclusions and Decisions adopted by the Meeting.**

1.5.1 General

1.5.1.1 Contributory Bodies of the GREPECAS shall work with a minimum of formality and paperwork.

1.5.2 Participation

Note: The following rules of procedure are based on the provisions contained in Part 3.

1.5.2.1 Each Contributory Body of the GREPECAS shall be composed of a limited number of experts to be provided by States, whether Members or not of the GREPECAS, International Organizations and/or bodies and Organizations having experience in the relevant field.

1.5.2.2 When deciding on the creation and establishing the mandate and terms of reference of any of its Contributory Bodies, GREPECAS shall indicate the States, International Organizations and/or bodies and Organizations which are to be invited to provide experts for that body. The composition of Contributory Bodies shall be kept as small as possible in order to ensure the efficiency of their work and the informality of proceedings.

1.5.2.3 States and International Organizations other than those specified by the GREPECAS but which are in a position to make valid contributions to the work of a contributory body are entitled to provide experts for that body if they so wish. To this effect, they should notify the ICAO Regional Director of the office of accreditation of their intention to participate and of the name and title of the expert(s) designated.

1.5.2.4 States and International Organizations and/or bodies and Organizations should ensure that the experts they provide as members in Contributory Bodies of the GREPECAS have the required qualifications and experience, as well as a sound knowledge with regards to ICAO SARPS and the Air Navigation Plan in the field of concern to fully contribute to the work of the body concerned.

1.5.3 Convening of meetings

1.5.3.1 Based on the advice of the Members of the Contributory Bodies and of the Secretary, the Chairperson may propose the date and duration of meetings of each Contributory Body for coordination with the ACG.

1.5.3.2 As a rule, Contributory Bodies should propose, at each meeting, on the location, date and duration of the next meeting and on a tentative schedule of future meetings in order to assist the GREPECAS in establishing its meeting programme.

1.5.3.3 For each meeting of a contributory body of the GREPECAS, a convening letter shall be addressed by the respective Secretary to the Members of that body. This convening letter should include the agenda, together with explanatory notes as required, to assist participants in preparing for the meeting.

1.5.4 Establishment of the Agenda

1.5.4.1 The Secretary of a contributory body of the GREPECAS, after co-ordination with the ICAO Regional Offices, and in consultation with the Chairperson shall establish a draft agenda on the basis of the work programme adopted and the documentation available.

1.5.4.2 The draft agenda shall be circulated with the convening letter for comments and submitted to the meeting to which it refers, for approval.

1.5.5 Languages and Supporting Documentation

1.5.5.1 The languages of, and supporting documentation for, meetings of Contributory Bodies of the GREPECAS shall be English and Spanish, whenever this is necessary.

1.5.5.2 Subject to 1.5.5.1 above, the reports of meetings of these bodies shall be English and/or Spanish, as the case may be.

1.5.5.3 Working Papers prepared by States or International Organizations in Spanish or English may be forwarded to the Secretary for translation. In this case, States or International Organizations concerned should ensure that such documentation reaches the Secretary 45 days in advance of the meeting for which it is intended, to permit timely processing. **Working Papers received after the 45-day period have to be submitted in both languages. All documentation should be submitted up to 15 days before the meeting for its proper distribution. It should be noted that those papers received after this 15-day period may not be accepted by the Secretariat. All documentation submitted for distribution must be sent electronically.**

1.5.5.4 Documentation for meetings of the Contributory Bodies of GREPECAS will be prepared in the same manner as the specified in paragraph 1.4.6 of Section 1, Part 4.

1.5.6 Officers and Secretariat of Contributory Bodies of the GREPECAS

1.5.6.1 Each Contributory body of the GREPECAS shall at its first meeting elect, from the experts provided by States as Members of the contributory body, a Chairperson and a Vice-Chairperson.

1.5.6.2 In order to ensure the necessary continuity in the work and unless otherwise determined by special circumstances, the Chairperson and Vice-Chairperson of a contributory body should serve for a three year term **or three consecutive meetings.**

Note: The Chairman should attend all Meetings of the corresponding Contributory Body and all GREPECAS Meetings.

1.5.6.3 Members of a contributory body may at any time request that the election of the Chairperson and/or Vice-Chairperson be included in its meeting agenda. Elected officers may be re-elected.

1.5.7 Conduct of business

1.5.7.1 Meetings of a contributory body shall be conducted by its Chairperson or, in his/her absence, by the Vice-Chairperson.

1.5.7.2 Action proposed by a contributory body that requires the prior agreement of the GREPECAS before it can be implemented or otherwise, shall be recorded in its report in the form of Draft Conclusions, Draft Decisions or Decisions*. All such proposed actions shall be considered by the GREPECAS at its next meeting subsequent to the issue of the contributory body report or presented to the ACG for approval, as determined appropriate.

1.5.7.3 In cases considered in Part 1, paragraph 1.1.6.1, e) of this Handbook, the Contributory Bodies will propose its action to the contributory body responsible for the coordination, in order that upon finalizing the coordination and consolidation of the relevant issues, submits draft decisions and conclusions for consideration of GREPECAS or the ACG as determined.

** Note:*

Draft Conclusions: *Conclusions that require approval by GREPECAS prior to their implementation.*

Draft Decisions: *Decisions that require approval and adoption by GREPECAS prior to their implementation*

Decisions: *Decisions that deal with matters of concern to the Contributory Body.*

1.5.8 Reports of meetings

1.5.8.1 The Secretary and Chairperson will prepare a Draft Report on the business conducted by the Meeting in order to keep the GREPECAS and States/International Organizations informed of its activities.

1.5.8.2 Draft Reports on meetings of Contributory Bodies shall be of a simple layout and as concise as practicable. To the extent feasible the reports should be presented in a summary format setting aside information on non-essential proceedings and on matters of solely internal interest to the Contributory Bodies themselves. They should normally cover:

- a) a brief history of the meeting (location, duration, attendance, agenda, list of documentation and list of Conclusions and Decisions);
- b) in the sequence of the agenda, summary of findings on different tasks or specific elements thereof including, as appropriate, draft conclusions, draft decisions and/or decisions; and
- c) review of the terms of reference, work programme and proposed future meetings.

1.5.8.3 Final Reports on meetings of Contributory Bodies shall be distributed by the Secretary to Members of the Contributory Body concerned, **will be placed in the GREPECAS website**, as soon as possible after the meeting to which the Report refers. **All the Members will be informed regarding this matter. Those Final Reports shall at the same time be circulated by the ICAO Regional Directors of accreditation to all provider and user States of the CAR and SAM Regions, International and National Organizations and bodies concerned.**

1.5.8.4 Final Reports on meetings of Contributory Bodies shall be submitted to the GREPECAS for review and action. At each of its meetings, the GREPECAS shall review the reports of all meetings of its Contributory Bodies having taken place since its last meeting as well as other available reports on early meetings of Contributory Bodies still requiring action by GREPECAS, and/or action taken by the ACG.

1.5.8.5 The Contributory Bodies' reports shall be made available, through the ICAO Regional Office of accreditation, including the ICAO Website, to all user and provider States of the CAR and SAM Regions as well as to International Organizations and CAR/SAM bodies concerned.

1.5.8.6 A summary of the actions taken by GREPECAS should be circulated to the corresponding members of the Contributory Body concerned.

1.5.9 Rules of procedure for Task Forces/Working Groups/Ad hoc Groups

1.5.9.1 Task Forces/Working Groups/Ad hoc Groups should work with a minimum of formality and paperwork.

1.5.9.2 Creation of Task Forces/Working Groups/Ad hoc Groups

1.5.9.2.1 GREPECAS, Groups, Subgroups and Committees may create Task Forces/Working Groups/Ad hoc Groups for specific tasks necessary for their work, in accordance with ~~paragraph 1.3.5.2~~ **paragraph 1.3.5.2 the pertinent Contributory Body**. Likewise, the Regional Directors will inform the States and Territories of each one of the Regions, as well as the International Organizations and other interested.

1.5.9.3 Membership and officers

1.5.9.3.1 Task Forces/Working Groups/Ad hoc Groups should have a Rapporteur and experts in the relevant field, provided by States//International Organizations.

1.5.9.3.2 Task Forces/Working Groups/Ad hoc Groups will have their own Work Programme, Terms of Reference and Composition.

1.5.9.4 Convening of Meetings

1.5.9.4.1 The Rapporteur is responsible for the Convening of Meetings of any Task Force/Working Group/Ad hoc Group; the invitation letter shall be addressed by the respective Rapporteur to the Members of that body through the Secretariat. This convening letter should include the agenda, together with explanatory notes as required, to assist participants in preparing for the meeting.

1.5.9.5 Languages and Supporting Documentation

1.5.9.5.1 The languages, supporting documentation and reports could be in English or Spanish. The working language is decided by the Task Force/Working Group/Ad hoc Group itself.

1.5.9.6 Reports

1.5.9.6.1 The Rapporteur will prepare a Draft Report which will be reviewed and approved by the members of the Task Force/Working Group/Ad hoc Group. The Final Report shall be distributed by the Rapporteur to members of the Task Force and at the same time will be submitted to the relevant Secretary of the GREPECAS, Group, Subgroup or Committee for review and action.

1.5.9.6.2 The Rapporteur will prepare this Report as a Working Paper in order to present it at the next GREPECAS, Group, Subgroup or Committee Meeting-

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

PROCEDURAL HANDBOOK

SECTION 2

COMPOSITION OF GREPECAS

**COMPOSITION OF THE GREPECAS,
INFORMATION ON MEMBERS AND OBSERVERS**

COMPOSITION OF THE CONTRIBUTORY BODIES

COMPOSITION OF THE CONTRIBUTORY BODIES AND INFORMATION ON MEMBERS

GREPECAS PROCEDURAL HANDBOOK – SECTION 2
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Section 2 - 1

CHAIRMAN	Normando Araújo De Medeiros	<i>Brazil</i>
FIRST VICE-CHAIRMAN	Oscar Derby	<i>Jamaica</i>
SECOND VICE-CHAIRMAN	Jacques Boursiquot	<i>Haiti</i>
SECRETARY	Jose Miguel Ceppi	<i>ICAO RD, Lima</i>

MEMBERS OF GREPECAS	
STATE REPRESENTATIVE POSITION OR TITLE	CONTACT INFORMATION
ANTIGUA AND BARBUDA (*Representing Antigua and Barbuda, Dominica, Grenada, Saint Kitts and Nevis, Saint Lucia and Saint Vincent and the Grenadines)	
Herald Wilson Director	Eastern Caribbean Civil Aviation Authority (ECCAA) Corner of Factory Road and Nugent Av. P.O. Box 1130 St. John's, Antigua, W.I. Tel. (268) 462 3401 Fax (268) 462 0082 E-mail: oecs.dca@candw.ag
ARGENTINA	
~~H.C. Trisano~~ Fernando Robledo	Comando de Regiones Aéreas Edificio Cóndor Av. Pedro Zanni 250 Oficina 180 - Sector Verde C.P. 1104 Buenos Aires, Argentina Tel. (5411) 4317 6307 Fax (5411) 4317 6307 E-mail: ditraer@faa.mil.ar
BARBADOS	
Anthony Archer Director of Civil Aviation	Ministry of Tourism and International Transport Air Traffic Services Building Grantley Adams International Airport Christ Church, Barbados Tel. (809) 428 0930 Fax (809) 428 2539 E-mail: civilav@sunbeach.net
BOLIVIA (in rotation with Paraguay)	
Julio Fortun Landivar Jefe de la Unidad de Navegación Aérea	Palacio de Comunicaciones Av. Mcal. Santa Cruz 1278 Casilla Postal 9360 La Paz, Bolivia Tel. (591) 2237 4142 Fax (591) 2237 1347 E-mail: dgacbol@ceibo.entelnet.bo

GREPECAS PROCEDURAL HANDBOOK – SECTION 2
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Section 2 - 2

MEMBERS OF GREPECAS	
STATE REPRESENTATIVE POSITION OR TITLE	CONTACT INFORMATION
BRAZIL	
~~Ailton dos Santos Pohlman~~ José Roberto Machado e Silva Jefe del Subdepartamento de Operaciones de DECEA	DECEA Av. General Justo 160, ~~Centro~~ Rio de Janeiro, RJ CEP 20021-130 Brasil Tel. (5521) 2101 62 ~~4405~~ Fax (5521) 2101 6 ~~23371~~ E-mail: ~~sdepvicea~~ @decea.gov.br
CHILE	
Iván Galán Martínez Subdirector de Planes	Apartado 3, Correo 9, Providencia Santiago de Chile Tel. (562) 439 2509 Fax (562) 439 2454 E-mail: sbd.planes@dgac.cl
COLOMBIA	
~~Alberto Muñoz Gómez~~ C.E. Montealegre ~~Secretario Aeronáutico de Operaciones- Ingeniería Informática~~ Sub Director General	UAEAC Aerocivil Colombia Aeropuerto Internacional El Dorado, Oficina 305 Bogota, Colombia Tel. (571) 413 8563/8040/11 Fax (571) 4138666 E-mail: amunoz@aerocivil.gov.co
COSTA RICA	
Ricardo Arias Borbón Encargado Navegación Aérea	Dirección General de Aviación Civil Autopista General Cañas Contiguo Migración Alajuela, Costa Rica Tel./Fax (506) 231-4924 Cel (506) 382 3005 E-mail: dgacsg@racsa.co.cr
CUBA	
Mirta Crespo Subdirectora de Aeronavegación	Instituto de Aeronáutica Civil de Cuba Calle 23 # 64 Vedado, Plaza de la Revolución La Habana, Cuba Tel. (537) 55 1121/46 Fax (537) 33 4571 E-mail mirta.crespo@iacc.avianet.cu dan@iacc.avianet.cu

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MEMBERS OF GREPECAS	
STATE REPRESENTATIVE POSITION OR TITLE	CONTACT INFORMATION
DOMINICAN REPUBLIC	
~~Santiago Rosa Martínez~~ ~~Sub-Director Técnico de Navegación~~ ~~Aérea~~ Bolívar León Paulino Director de Navegación Aérea del IDAC	Dirección General de Aeronáutica Civil Ave. México Esq. 30 de Marzo Santo Domingo, República Dominicana Tel. (809) 221 7909/221 4624 Fax (809) 221 8616/221 6220 E-mail aeronautica.c@codetel.net.do
ECUADOR	
~~Rafael Dávila Fierro~~ Director General de Aeronáutica Civil	Edificio Los Andes Buenos Aires 149 y Av. 10 de Agosto Apartado 17-01-2077 Quito, Ecuador Tel: (5932) 2223179 Fax: (5932) 2563995 E-mail director@dgac.gov.ec ; dgac@ecnet.ec
FRANCE	
Alain Grandclaude Chargé de Mission au près du Directeur de la Navigation Aérienne	DNA/CM DAC/SO BP 116 F. 33704, Merignac CEDEX, France Tel. + 33 55792 8112 Fax + 33 55792 8298 E-mail alain.grandclaude@aviation-civile.gouv
HAITI	
Jacques Boursiquot ICAO Coordinator	Office National de l'Aviation Civile (OFNAC) Boîte Postale 1346 Port au Prince, Haïti HT6110 Tel (509) 250 0052 / 0647 Fax (509) 250 0998 / 0175 E-mail jboursiquot@ofnac.org
JAMAICA	
Oscar Derby Deputy Director General, Regulatory Affairs	Jamaica Civil Aviation Authority 4 Winchester Road Kingston 10, Jamaica Tel. (876) 926 9771 / (876) 960 4033 Fax (876) 920 0194 E-mail ddgra@jcaa.gov.jm

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Section 2 - 4

MEMBERS OF GREPECAS	
STATE REPRESENTATIVE POSITION OR TITLE	CONTACT INFORMATION
MÉXICO/MEXICO	
José Javier Roch Soto Deputy General Director of Aviation	Dirección General de Aeronáutica Civil Providencia 807, 3er Piso Col. del Valle, CP 03100 México, D.F., México Tel. (5255) 5687 7941 Fax (5255) 5523 6275 E-mail: jjrochso@sct.gob.mx
PANAMA	
Arnulfo Stanziola Director de Navegación Aérea	Autoridad de Aeronáutica Civil Balboa-Edificio 606 Ciudad de Panamá Apartado Postal 7501 Zona 5, Panamá Tel. (507) 315 9801 Fax (507) 315 9809 E-mail: astanziola@aeronautica.gob.pa
PARAGUAY	
Hernán Colman Gerente de Navegación Aérea	Dirección Nacional de Aeronáutica Civil Avd. Mcal. López c/Vice Pdte. Sánchez y 22 de Septiembre 2º. Piso Asunción, Paraguay Tel. (595) 21 205365 Fax: (595) 21 205365 E-mail: gna@dinac.gov.py
PERU	
Raymundo Hurtado Paredes Inspector de la Dirección General de Aeronáutica Civil	Dirección de Navegación Aérea Ministerio de Transportes y Comunicaciones Av. 28 de Julio 800 Lima 01, Perú Tel. (511) 425 1780 E-mail: rhurtado@mtc.gob.pe
TRINIDAD AND TOBAGO	
Daniel Bhagwansingh ~~a.g. Executive Manager ANS~~ Ramesh Lutchmedial Director General	Civil Aviation ~~Division~~ Authority Ministry of Works and Transport P.O. Box ~~5522~~ 163 National Mail Center Piarco Port-of-Spain, Trinidad and Tobago Tel. (1868) 664 4302 Fax (1868) E-mail: ~~db~~ bhagwansingh@caa.gov.tt

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MEMBERS OF GREPECAS	
STATE REPRESENTATIVE POSITION OR TITLE	CONTACT INFORMATION
UNITED KINGDOM	
Margaret Wilson Manager, Caribbean	Air Safety Support International P.O. Box W1446 Milburn House Old Parham Road St John's Antigua, West Indies Tel: +1 268 481 1929 (Office) +1 268 464 9417 (Cellphone) Fax: +1 268 481 1930 E-mail: margaret.wilson@caribairsafety.aero
UNITED STATES	
Manuel Vega Acting Director	~~Western Hemisphere Office Federal Aviation Administration Office of the Assistant Administrator for International AviationInternational Area Office for Latin America/Caribbean 8600 NW 36th St. Suite 501 Independence Ave. S.W. Miami, Florida, 33166 Washington, D.C. 20591 United States Tel.: (305) 716 3300 ext. 14 Fax: (305) 716 3309 E-mail: archie.archillamanuel.vega@faa.gov~~
URUGUAY	
Jorge Elissalde Director de Tránsito Aéreo	Dirección General de Infraestructura Aeronáutica (DGIA) Carrasco International Airport Montevideo, Uruguay Tel. (5982) 600 6883 Fax (5982) 604 0251 E-mail dtaereo@adinet.com.uy jopdta@adinet.com.uy
VENEZUELA	
~~Leonardo Torres Yépez~~ W. Sánchez Director de Ingeniería del Tránsito Aéreo	Ministerio de Infraestructura Av. Lecuma, Edificio Parque Central Torre Este, Piso 34 Caracas, Venezuela Tel. (58-212) 509 2460 Fax (58-212) 509 2464 E-mail: ~~ltorresy@cantv.net~~ bibliotecaeronautica@yahoo.com relacionesinstitucionales_INAC@yahoo.com

GREPECAS PROCEDURAL HANDBOOK – SECTION 2
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Section 2 - 6

INTERNATIONAL ORGANIZATIONS (OBSERVERS)	
INTERNATIONAL ORGANIZATION REPRESENTATIVE POSITION OR TITLE	CONTACT INFORMATION
ACI	
Eduardo A. Flores Secretario Regional ACI/LAC	Airport Council International - Latin America and The Caribbean Aeropuerto Internacional Merida 2do. Piso Oficina ACI-LAC, Mérida, Yucatán, México, C.P. 97291 Tel: +52 999 946 1258 Fax: +52 999 946 1264 E-mail: efloresdc@aci-lac.aero ; gilda.morlet@aci-lac.aero
COCESNA	
José Ramón Oyuela Director ACNA	Agencia Centroamericana de Navegación Aérea (ACNA) - COCESNA Edificio COCESNA, 150 mts. al sur del Aeropuerto Aeropuerto Toncontin Apartado Postal 660 Tegucigalpa, Honduras Tel. (504) 234 3360 Fax (504) 234 2987 E-mail: cdoc@cocesna.org
EUROCONTROL	
Eamon CERASI Head of ICAO Coordination	Eurocontrol - DEI2 96, rue de la Fusée B-1130 Bruxelles, Belgium Tel.: + 3227293053 Fax: + 3227299984 Email: edward.cerasi@eurocontrol.int
IAOPA	
John Sheehan Secretary General	International Council for Aircraft Owner and Pilot Associations 421 Aviation Way Frederick; Maryland 21701 United States Tel. (301) 695 2220 Fax (301) 695 2375 E-mail john.sheehan@aopa.org

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INTERNATIONAL ORGANIZATIONS (OBSERVERS)	
INTERNATIONAL ORGANIZATION REPRESENTATIVE POSITION OR TITLE	CONTACT INFORMATION
IATA	
Peter Cerdá Director, Operations & Infrastructure	LATAM/CAR 703 Waterford Way No. 600 Miami, Florida 33126, United States Tel. (305) 266 7552 Fax (305) 266 7718 E-mail: cerdap@iata.org
IBAC	
Adalberto Febeliano Technical Representative <i>IBAC Liaison Officer to GREPECAS</i>	International Business Aviation Council – IBAC Rua Monsenhor Antonio Pepe, 359 04357-080 Sao Paulo – SP, Brasil Tel: (5511) 5032 2727 Fax: (5511) 5031 1900 E-mail: febeliano@abag.org.br
IFALPA	
Salvador Gayón Aguilar Regional Vice-President CAR/WEST	Palomas 110 Col. Reforma Social Del. Miguel Hidalgo C.P. 11650, México, D.F., México Tel. (5255) 5091 5959 ext. 1214 Fax (5255) 5020 9160 E-mail sgayon@prodigy.net.mx
IFATCA	
Juan Antonio Pérez Mafla Alex Figuereo M. Executive Vice-President Americas	IFATCA Americas Region Apartado 6-7658 Panamá, República de Panamá Tel. (507) 647 4938 Fax: (507) 232 6622 E-mail: evpama@ifatca.org
LACAC	
Marco Ospina LACAC Secretary	Apartado 4127 Lima 100, Peru Tel. (511) 5753664 Tel. (511) 5751646 Fax (511) 5751743 E-mail: mo@lima.icao.int

GREPECAS PROCEDURAL HANDBOOK – SECTION 2
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GREPECAS AND CONTRIBUTORY BODIES' COMPOSITION AND MEMBERSHIP	
GREPECAS SECRETARY: JOSE MIGUEL CEPPI, SAM OFFICE	
Antigua and Barbuda (<i>representing Dominica, Grenada, Saint Kitts and Nevis, Saint Lucia, and Saint Vincent and the Grenadines</i>), Argentina, Barbados, Bolivia (in rotation with Paraguay every two years), Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, France, Haiti*, Jamaica*, Mexico, Panama, Paraguay*, Peru, Trinidad and Tobago, United Kingdom, United States, Uruguay and Venezuela. *pending approval by the Council	
NORMANDO ARAUJO DE MEDEIROS <i>Brazil</i> Chairman	Ministerio de Defensa - CERNAI Av. Marechal Camara 233 – 12 andar Castelo, Rio de Janeiro, Brasil CEP 20020-080 Tel. (5521) 213 99681/99674 Fax (5521) 213 99678 E-mail: normando@cernai.gov.br
OSCAR DERBY <i>Jamaica</i> Vice-Chairman	Deputy Director General Regulatory Affaire 4 Winchester Road Kingston 10, Jamaica Tel. (876) 926 9771 Fax (876) 960 1637 E-mail ddgra@jcaa.gov.jm
JACQUES BORSIQUOT <i>Haiti</i> Second Vice-Chairman	ICAO Coordinator Office National de l'Aviation Civile (OFNAC) Boîte Postale 1346 Port au Prince, Haiti Tel. (509) 250 0052 / 0647 Fax (509) 250 0998 / 0175 E-mail: jboursiquot@ofnac.org
ADMINISTRATION COORDINATION GROUP (ACG) SECRETARY: ~~RAYMOND YBARRA, NACC OFFICE~~ JOSE MIGUEL CEPPI, SAM OFFICE	
The Administration Coordination Group is composed by the Chairperson and Vice-Chairperson and Secretary of GREPECAS, the Regional Directors, a RAO representative and the Secretaries of the Contributory Bodies. In the event of considering it necessary, the Chairpersons and Vice-Chairpersons of the Contributory Bodies will be invited to participate.	
AVIATION SAFETY BOARD (ASB) SECRETARY: ~~RAYMOND YBARRA, NACC OFFICE~~ JOSE MIGUEL CEPPI, SAM OFFICE	
The Aviation Safety Board is composed by the Chairperson and Secretary of GREPECAS, the Directors of the ICAO Regional Offices, a representative from the Regional Affairs Office at ICAO Headquarters, the Chairpersons and/or Vice-Chairpersons of the Contributory Bodies and a representative from the following observer organizations: ACI, IATA, IBAC, IFALPA and IFATCA. The secretaries of the Contributory Bodies may participate in an advisory capacity as required.	

GREPECAS AND CONTRIBUTORY BODIES' COMPOSITION AND MEMBERSHIP	
AVIATION SECURITY COMMITTEE (AVSEC/COMM) SECRETARY: ~~DAVID FLORES~~RICARDO DELGADO, NACC OFFICE	
Argentina, Chile, Costa Rica, Cuba, Jamaica, Mexico, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Venezuela, ACI, IATA, IFALPA and LACAC.	
OSCAR DERBY Jamaica Chairman	Deputy Director General Regulatory Affaire 4 Winchester Road Kingston 10, Jamaica Tel. (876) 926 9771 Fax (876) 960 1637 E-mail ddgra@jcaa.gov.jm
EDUARDO CERDA GÓMEZ Chile Vice-Chairman	Jefe Departamento AVSEC Dirección General de Aeronáutica Civil San Pablo 8381 Lo Prado, Chile Tel. (562) 4107 442 / 443 Fax (562) 209 0532 E-mail rai@dgac.cl dgac_avsec_chile@hotmail.com
AERONAUTICAL METEOROLOGY SUBGROUP (AERMETSG) SECRETARY: NOHORA ARIAS, SAM OFFICE	
Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, France, Panama, Paraguay, Peru, Spain, United States, Uruguay, Venezuela, COCESNA, IATA, IFALPA and WMO.	
FERNANDO RAMÍREZ VALDÉS Chile Chairman	~~Asesor de Meteorología~~ ~~Dirección General de Aeronáutica Civil~~ ~~Miguel Claro 1314, 6° Piso, Providencia~~ ~~Santiago, Chile~~ Tel (562) 439 2514 Fax (562) 439 2454 E-mail ferram@dgac.cl
GUILLERMO ARMENGOL Cuba Vice-Chairman	~~Dirección de Aeronavegación~~ ~~Instituto de Aeronáutica Civil de Cuba~~ ~~Calle 23 No. 64~~ Tel. (537) 551121 Fax (537) 834 4571 E-mail guillermo.armengol@iacc.avianet.cu

GREPECAS PROCEDURAL HANDBOOK – SECTION 2
COMPOSITION OF THE GREPECAS, INFORMATION ON MEMBERS AND OBSERVERS

Section 2 - 10

GREPECAS AND CONTRIBUTORY BODIES' COMPOSITION AND MEMBERSHIP	
AERODROMES AND GROUND AIDS/AERODROME OPERATIONAL PLANNING SUBGROUP (AGA/AOP/SG) SECRETARY: SAMUEL CARDOSO, SAM OFFICE	
Argentina, Barbados, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, El Salvador, Guatemala, Haiti, Honduras, Mexico, Panama, Paraguay, Peru, Trinidad and Tobago, United States, Uruguay, Venezuela, ACI, ALACPA, CARSAMPA, IATA, IFALPA and IFATCA.	
NORBERTO CABRERA ~~ALBERTO VÁZQUEZ ALANÍS~~ Cuba Mexico Chairman	~~Aeropuertos y Servicios Auxiliares~~ Director de Aeródromos ~~Av. 602 No. 161~~ Instituto de Aeronáutica Civil de Cuba ~~Col. San Juan de Aragón, Del. Venustiano Carranza~~ Calle 23 Esq. No. # 310 Apto 93 ~~C.P. 15620, México D.F.~~ Ciudad de La Habana, Cuba ~~Tel + 52 55 5133 1000 ext 2618~~ (537) 55 1127 / 834 4949 Ext 2392 ~~Tel. alt: + 52 55 5786 9708~~ Fax (537) 55 1113 ~~E-mail: gvazqueza@asa.gob.mx~~ E-mail: norberto.cabrera@iacc.avianet.cu
ALBERTO PALERMO Argentina Vice-Chairman	Director de Tránsito Aéreo Comando de Regiones Aéreas Avenida Comodoro Pedro Zanni 250 Capital Federal, Argentina Tel (5411) 4317 6555 Fax (5411) 4317 6307 E-mail aeródromos@faa.mil.ar; albertopalermo@yahoo.com
AERONAUTICAL INFORMATION SERVICES AND AERONAUTICAL CHARTS SUBGROUP (AIS/MAP/SG) SECRETARY: ~~BERNAL MESÉN~~ RAÚL MARTÍNEZ, NACC OFFICE	
Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, France, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Venezuela, COCESNA, IATA, and PAIGH.	
~~SERGIO GARCÍA JORQUERA~~ NOEMÍ DE LOS ÁNGELES CARTA SANTOS ~~Chile~~ Cuba Chairmanperson	~~Servicio de Información Aeronáutica~~ IACC/Instituto de Aeronáutica Civil de Cuba ~~Dirección General de Aeronáutica Civil (DGAC)~~ Calle 23 No. 64, La Rampa Plaza de la Revolución Ciudad de la Habana, Cuba ~~Ave. San Pablo 8381~~ ~~Pudahuel, Santiago, Chile~~ Tel (562) 290 4677 (537) 551 1121/46 Fax (562) 290 4719 (537) 834 4571 E-mail smgarciaj@starmedia.comnoemi.carta@iacc.avianet.cu

GREPECAS AND CONTRIBUTORY BODIES' COMPOSITION AND MEMBERSHIP	
MIRTA CRESPO-RAFAEL A. TORRES A. Cuba Venezuela Vice-Chairwoman Chairperson	Subdirectora Navegación Aérea Instituto de Aeronáutica Civil de Cuba (IACC) Calle 23 No. 64, Vedado, Plaza de la Revolución Ciudad de La Habana, Cuba Aeropuerto Internacional Simón Bolívar Maiquetía, Edificio ATC Piso 1 División ATS, Venezuela Tel. (537) 55 11 21 58 (414) 140 3931 Fax (537) 55 4553/11 83 58 (21) 355 1920 E-mail mirta.crespo@iacc.avianet.cu rtorres@inac.gov.ve
AIR TRAFFIC MANAGEMENT/COMMUNICATIONS, NAVIGATION AND SURVEILLANCE SUBGROUP (ATM/CNS/SG) SECRETARY: ~~JOSÉ ANTONIO DÍAZ DE LA SERNA, NACC~~ CARLOS STEHLI, SAM OFFICE	
The ATM/CNS Subgroup is composed by the joint membership of the members of the ATM and CNS Committees.	
CLAUDIO ARELLANO Mexico Chairman	Director de Sistemas Digitales Aeronáuticos SENEAM Av. 602 No. 161 15620 México, D.F. Tel. (5255) 5687 7941 Fax (5255) 5523 6275 E-mail pcarranp@sct.gob.mx
JULIO CESAR DE SOUZA PEREIRA Brazil Vice-Chairman	Oficial ATM DECEA Tel. +55 21 2101 6278 Fax +55 21 2101 6088 E-mail atm3-9pln1.2@decea.gov.br
ATM COMMITTEE SECRETARY: ~~JORGE FERNÁNDEZ, SAM~~ VÍCTOR HERNÁNDEZ, NACC OFFICE	
Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Cuba, Dominican Republic, Ecuador, France, Guatemala, Haiti, Jamaica, Mexico, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Uruguay, Venezuela, ARINC, COCESNA, IATA, IFALPA, IFATCA and SITA.	
ROBERTO ARCA Uruguay Chairman	Jefe Técnico de Tránsito Aéreo Aeropuerto Internacional de Carrasco Canelones 100 - Uruguay Tel. 5982 604 0249 Fax 5982 604 0251 E-mail rlarca@adinet.com.uy
FIDEL ARA Cuba Vice-Chairman	Jefe Grupo ATM, IACC Calle 23 No. 64 Vedado, Habana Cuba Tel. (537) ~~551121~~ 838 1146 Fax (537) ~~551183~~ 834 4571 E-mail ~~dan~~ fidel.ara@iacc.avianet.cu

GREPECAS PROCEDURAL HANDBOOK – SECTION 2
COMPOSITION OF THE GREPECAS, INFORMATION ON MEMBERS AND OBSERVERS

Section 2 - 12

GREPECAS AND CONTRIBUTORY BODIES' COMPOSITION AND MEMBERSHIP	
CNS COMMITTEE	
SECRETARY: ~~ALDO MARTÍNEZ, NACC~~ ONOFRIO SMARELLI, SAM OFFICE	
Antigua, Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Cuba, Dominican Republic, Ecuador, France, Haiti, Jamaica, Mexico, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Uruguay, Venezuela, ARINC, COCESNA, IATA, IFALPA and SITA.	
RICARDO BORDALÍ <i>Chile</i> Chairman	Planificación de Navegación Aérea Dirección General de Aeronáutica Civil Clasificador 3 – Correo 9, Providencia Santiago, Chile Tel. (562) 439 2541 Fax (562) 439 22454 E-mail rbordali@dgac.cl
VERONICA RAMDATH <i>Trinidad and Tobago</i> Vice ~~chairwoman~~ Chairperson	Manager Telecommunications and Electronics Civil Aviation Authority P.O. Box 2163, National Mail Centre Golden Grove Road Piarco, Trinidad & Tobago Tel +1 868 669 4706 Fax +1 868 669 5239 E-mail vramdath@caa.gov.tt
HUMAN RESOURCES AND TRAINING SUBGROUP (HRT/SG)	
SECRETARY: ~~RAYMOND YBARRA, NACC~~ OFFICE	
Argentina, Brazil, Chile, Colombia, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Uruguay, Venezuela and COCESNA.	
TASK FORCE ON INSTITUTIONAL ASPECTS	
RAPPORTEUR: ~~PERU~~ E. RODINO, ARGENTINA	
Argentina, Brazil, Chile, Colombia, Cuba, Peru, United States, Venezuela and COCESNA.	

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

PROCEDURAL HANDBOOK

SECTION 3

CAR/SAM PROVIDER AND USER STATES

3.1 Purpose and status

3.1.1 In accordance with the GREPECAS working arrangements, all States concerned with the work of GREPECAS shall be kept fully informed (please see Note below) of its activities. To this effect, ICAO Regional Directors concerned, on the basis of information provided by the Secretary of the GREPECAS, shall:

- a) keep States informed of the convening of GREPECAS meetings and the subjects planned to be discussed (cf. Section 1; Part 4, paragraph 1.4.2); and
- b) send summary reports on meetings of GREPECAS, and, as appropriate, summary reports on meetings of its Contributory Bodies (cf. Section 1, Part 4, paragraph 1.4.9).

3.1.2 All CAR/SAM provider and user States, either Contracting or non- Contracting States of the Convention on International Civil Aviation, shall be regarded as concerned with the work of the GREPECAS and therefore entitled to receive information on its activities as necessary.

Note: Communication with States will be in accordance with existing ICAO policies and procedures.

CAR/SAM PROVIDER STATES

Antigua and Barbuda	Haiti
Argentina	Honduras
Bahamas	Jamaica
Barbados	Mexico
Belize	Netherlands
Bolivia	Nicaragua
Brazil	Panama
Chile	Paraguay
Colombia	Peru
Costa Rica	Saint Kitts and Nevis
Cuba	Saint Lucia
Dominica*	Saint Vincent and the Grenadines
Dominican Republic	Suriname
Ecuador	Trinidad and Tobago
El Salvador	United Kingdom
France	United States
Grenada	Uruguay
Guatemala	Venezuela
Guyana	

* Non Contracting State

NON CAR/SAM USER STATES

Australia
Belgium
Canada
Czech Republic
Denmark
Germany
Iraq
Italy
Japan
Malaysia
Morocco
Norway
Portugal
Senegal
Slovakia
South Africa
Spain
Sweden
Switzerland
Republic of Korea
Russian Federation

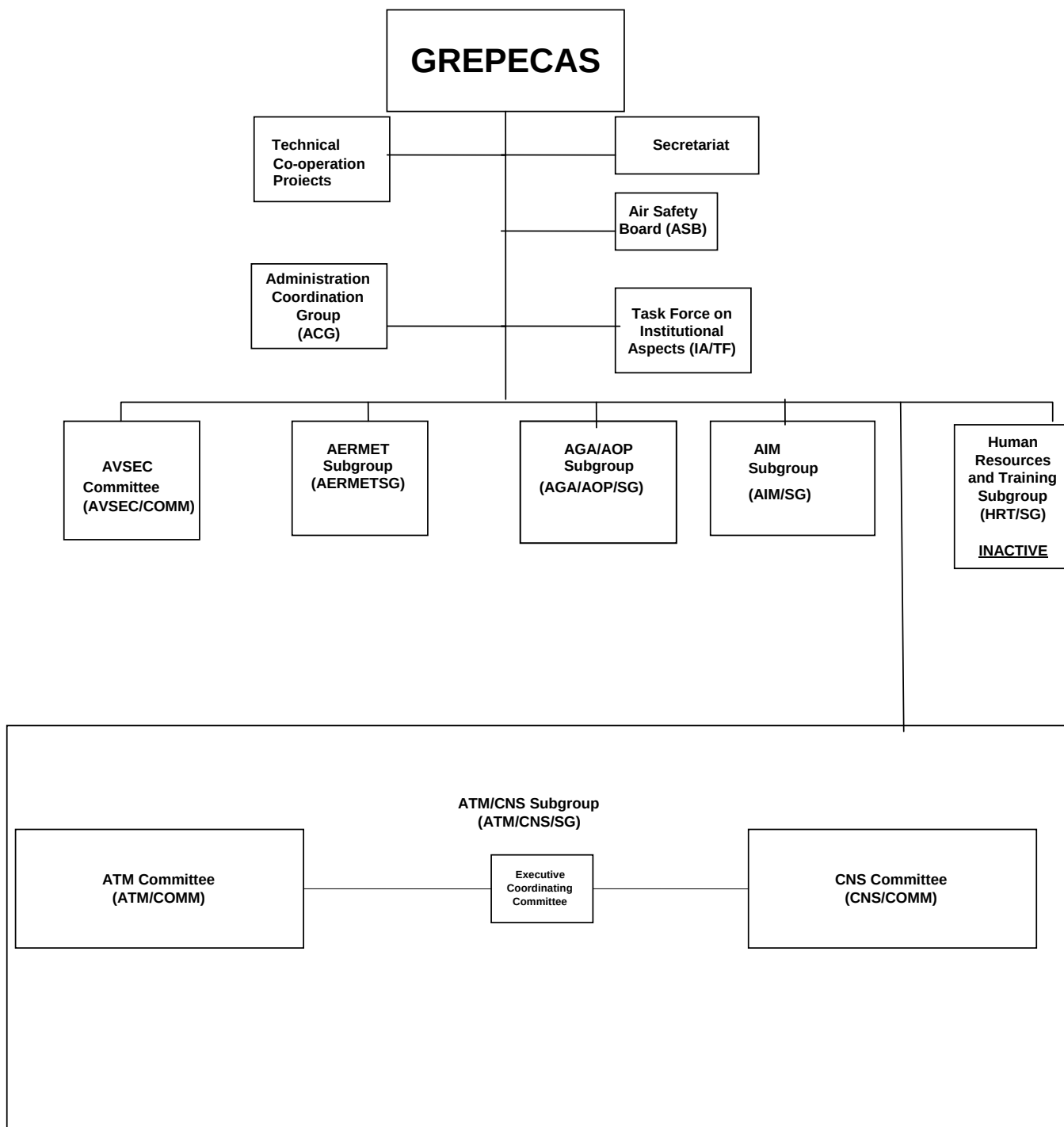
CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

PROCEDURAL HANDBOOK

SECTION 4

**CONTRIBUTORY BODIES OF THE GREPECAS:
TERMS OF REFERENCE, COMPOSITION AND WORK PROGRAMME**

GREPECAS Structure



ADMINISTRATION COORDINATION GROUP (ACG)

1. The Terms of Reference of the Group are:
 - a) continuous and coherent development of the CAR/SAM Air Navigation Plan and other relevant regional documentation in a manner that is harmonized with adjacent regions, consistent with ICAO SARPs and reflecting global requirements;
 - b) facilitate the implementation of air navigation systems and services as identified in the CAR/SAM air navigation plan with due observance to the primacy of air safety and security; and
 - c) identification and addressing of specific deficiencies in the air navigation field.
2. In order to meet the Terms of Reference the Group shall:
 - a) review, and propose when necessary, the target dates for implementation of facilities, services and procedures to ensure the coordinated development of the Air Navigation System in the CAR and SAM Regions;
 - b) assist the ICAO Regional Offices providing services in the CAR and SAM Regions in their assigned task of fostering implementation of the CAR/SAM Regional Air Navigation Plan;
 - c) in line with the Global Aviation Safety Plan (GASP), ensure the conduct of any necessary systems performance monitoring, identify specific deficiencies in the Air Navigation field, especially in the context of safety and security, and propose corrective action;
 - d) ensure the development and implementation of an action plan by States to resolve identified deficiencies, where necessary;
 - e) promote, support and facilitate the regional implementation of AVSEC provisions;
 - f) develop amendment proposals for the update of the CAR/SAM Air Navigation Plan necessary to satisfy any changes in the requirements, thus removing the need for regular regional air navigation meetings;
 - g) monitor implementation of air navigation facilities and services and where necessary, ensure interregional harmonization, taking due account of cost/benefit analysis, business case development, environmental benefits and financing issues;
 - h) examine human resource planning and training issues and ensure that the human resource development capabilities in the region are compatible with the CAR/SAM Regional Air Navigation Plan;

- i) review the Statement of Basic Operational Requirements and Planning Criteria and recommend to the Air Navigation Commission such changes to them as may be required in the light of developments;
- j) invite financial institutions, as required, on a consultative basis and at a time it considers appropriate in the planning process to participate in this work;
- k) ensure close cooperation with relevant organizations and State grouping to optimize the use of available expertise and resources; and
- l) conduct the above activities in the most efficient manner possible with a minimum of formality and documentation and call meetings of the GREPECAS only when the Secretary and the Chairperson, through the Administration Coordination Group (ACG), are convinced that it is necessary to do so.

3. Composition

Antigua and Barbuda (*representing Dominica, Grenada, Saint Kitts and Nevis, Saint Lucia, and Saint Vincent and Grenadines*), Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, France, Haiti, Jamaica, Mexico, Panama, Paraguay, Peru, Trinidad and Tobago, United Kingdom, United States, Uruguay and Venezuela.

4. Chairman – Normando Araujo de Medeiros (Brazil)
Vice-Chairman – Oscar Derby (Jamaica)
Second Vice-Chairman – Jacques Borsiquot (Haiti)

AVIATION SAFETY BOARD**AVIATION SAFETY BOARD****1. Terms of reference**

- a) The Board will evaluate, validate, monitor and follow-up urgent air navigation deficiencies in the CAR/SAM regions and develop appropriate action to be taken.
- b) The Board will act as an advocate and instrument in resolving urgent (U) deficiencies.

2. Work Programme

Tasks	Priority	Completion
1) The Board will consider urgent deficiencies and develop solutions it would propose through the appropriate ICAO regional office. To achieve resolution, either an individual state/states/executing body, the Air Navigation Commission, or referral to the appropriate subgroup for further evaluation may need to be involved.	A	
2) The Board will offer, through the ICAO Regional Offices, to assist an individual state/states/executing body in identifying resources and acting as a resource in order to resolve the shortcoming/deficiency through the advocacy with relevant high-level officials and/or donor organizations.	A	

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should be begun as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should be begun as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. Composition

The Aviation Safety Board is composed by the Chairperson and Secretary of GREPECAS, the Directors of the ICAO Regional Offices, a representative from the Regional Affairs Office at ICAO Headquarters, the Chairpersons and/or Vice-Chairpersons of the Subgroups and a representative from the following observer organizations: ACI, IATA, IBAC, IFALPA and IFATCA. The secretaries of the contributory bodies may participate in an advisory capacity as required.

AVIATION SECURITY COMMITTEE (AVSEC/COMM)

1. Terms of Reference

- a) To foster regional cooperation among States, international organizations and industry in order to facilitate the successful implementation of ICAO Standards and Recommended Practices (SARPs) related to aviation security (AVSEC);
- b) to encourage the participation of States in the ICAO AVSEC Mechanism and Implementation Programmes to include their provision of voluntary funding and personnel when requested by ICAO;
- c) to actively support the approved ICAO AVSEC Plan of Action and other regional AVSEC initiatives; and
- d) to promulgate AVSEC awareness within the region through sponsorship of and participation in related training activities and seminars.

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AVSEC/1	Identify and analyse shortcomings in the implementation of ICAO AVSEC provisions which are common in many States/Territories of the CAR/SAM Regions and develop regional initiatives and measures which will encourage and facilitate their resolution.	A	AVSEC/COMM/1	Continuous
AVSEC/1-1	Conduct periodic surveys to identify difficulties in shortcomings from States in the implementation of AVSEC/Facilitation Standards.	A	AVSEC/COMM/2	Continuous
AVSEC/1-1.2	Establishment of Hold Baggage Screening (HBS) Task Force to examine new and emerging threats; new and emerging technology; to provide States with technical information guidance to States in order to implement Annex 17 Standard in conjunction with LACAC.	A	AVSEC/COMM/4	Continuous
AVSEC/1-1.4	Finalize HBS Task Force report with recommendation (90%).	A	3 December 2005	15 June 2006
AVSEC/1-1.5	Review HBS report and validate HBS action plan by the Ad Hoc Group and make recommendations (90%).	A	AVSEC/COMM/5	GREPECAS/14
AVSEC/1-1.6	Conduct a survey of the States in the CAR/SAM Regions to validate five conclusions regarding the implementation of Annex 17 standards.	A	AVSEC/COMM/5	1 September 2006
AVSEC/1-2	Establish Cargo Security Programme Model.	A	AVSEC/COMM/5	AVSEC/COMM/6
AVSEC/1-2.1	Establish Cargo Security Task Force to develop a Cargo Security Programme Model.	A	AVSEC/COMM/5	Continuous

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AVSEC/2	Monitor existing and develop new regional AVSEC training programmes	A	AVSEC/COMM/2	Continuous
AVSEC/2-1	Establish a Training Task Force to coordinate AVSEC training activities and information	A	AVSEC/COMM/4	Continuous
AVSEC/2-1.1	To maintain database of qualified AVSEC Instructors available to States/Territories in the CAR/SAM Regions for use in regional training events	B	AVSEC/COMM/4	Continuous
AVSEC/2-1.2	Establish Passenger/Cabin Baggage Screening guidance to provide States with current information on screening techniques and advance technology to meet new and emerging threats to civil aviation.	A	AVSEC/COMM/5	AVSEC/COMM/6
AVSEC/2-1.3	Establish Passenger/Cabin Baggage Screening Task Force to coordinate a Passenger Screening Seminar/Meeting and provide States with guidance material.	A	AVSEC/COMM/5	AVSEC/COMM/6
AVSEC/2-1.4	That the Passenger/Cabin Baggage Screening Task Force establish a Passenger/Cabin Baggage Seminar/Meeting from 13-17 November 2006 in coordination with the ICAO NACC Office.	A	AVSEC/COMM/5	13-17 November 2006
AVSEC/6	Review all proposals for Amendments to Annexes 9 and 17.	A	AVSEC/COMM/3	Continuous
AVSEC/8	Coordinate with the LACAC Group of AVSEC Experts on all AVSEC activities and initiatives in the CAR/SAM Regions.	B	AVSEC/COMM/3	Continuous
AVSEC/9	Establish a Facilitation Task Force to work with the Annex 9 provisions.	B	AVSEC/COMM/5	Continuous

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. Composition

Argentina, Brazil, Canada, Chile, Costa Rica, Cuba, Guyana, Jamaica, Mexico, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Venezuela, ACI, COCESNA, IATA, IFALPA and LACAC.

5. Chairperson

Chairman – Oscar Derby (Jamaica)
Vice-Chairman – Eduardo Cerda Gómez (Chile)

AERONAUTICAL METEOROLOGY SUBGROUP (AERMET/SG)

1. Terms of reference

- a) Monitor the implementation of MET facilities and services; of the world area forecast system; of the international airways volcano watch; of the tropical cyclone alert system; and the issuance and dissemination of OPMET data. Identify any deficiency and develop proposals to improve their implementation;*
- b) Review and update the CAR/SAM Air Navigation Plan in accordance with the operational requirements of the CAR/SAM Regions and ensure its seamless and consistent implementation addressed to the new CNS/ATM systems concerning MET;*
- c) Review in a continuous basis the list of MET deficiencies, identify new deficiencies that prevent the implementation or provision of MET service in the CAR/SAM Regions and propose actions for their correction;*
- d) Monitor the research and development of CNS/ATM systems, the tests and demonstrations in the CNS/MET field and facilitate the transference of these information and experience among the CAR/SAM States and recommend specific actions aimed at the implementation of MET services to satisfy CNS/ATM requirements.*

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
	MET Facilities and Services			
1	Carry out a survey on MET facilities and services and present the results in terms of percentage of implementation of facilities and services at the AERMETSG/9.	A	JUL 2007	DEC 2007
	WAFS Implementation			
2	Monitor WAFS implementation, in particular States readiness to convert significant weather forecasts (SYGWX) received, into SIGWX in BUFR code and present the results in percentage terms to the AERMETSG/9.	A	FEB 2001	DEC 2007
3	Carry out a survey on ISCS efficacy in order to send it to the focal points and analyze the results to be presented at the AERMETSG/9.	A	FEB 2007	MAY 2007
	IAVW Implementation			
4	Monitor IAVW implementation, in particular the status of the designation of volcano observatories and present the results in terms of percentage of IAVW implementation and of the designation of volcano observatories at the AERMETSG/9.	A	FEB 2001	DEC 2007

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
5	Carry out annual SIGMET WV tests, analyze their results and present them at the following AERMETSG Meeting.	B	NOV 2006	Continuous
6	Develop, in coordination with the Secretariat, the draft Guidance Material for the development of airport emergency plans in case of volcanic eruptions in the CAR/SAM Regions.	B	JUL 2005	MAR 2008
7	Monitor the implementation of the tropical cyclones alert system, in particular the introduction of every 6 hours forecasts.	A	JAN 2007	DEC 2007
	OPMET exchange			
8	Monitor the issuance and dissemination of OPMET data, in particular of ISGMET according with CAR/SAM FASID Tables MET 1A and 2B and “global” requirements.	B	MAR 2007	Continuous
9	Monitor OPMET information exchange (METAR/SPECI, TAF and SIGMET in BUFR code).	TBD	TBD	TBD
10	Develop in coordination with the Secretariat the OPMET Guide	B	JUL 2005	MAR 2008
11	Develop a plan for the implementation of migration of OPMET messages in BUFR code, with possibilities of different scenarios for the transition, including a cost-benefit study and its implications.	A	JAN 2007	DEC 2008
12	Coordinate the OPMET exchange control, analyze the results and present them in the next AERMETSG Meeting.	A	JUL 2006	Continuous
	MET Requirements in the CNS/ATM concept			
13	Based on the edition in preparation of Doc 9750 - <i>Global Air Navigation Plan for CNS/ATM</i> , develop MET chapter of the <i>CAR/SAM Regional Plan for the implementation of CNS/ATM systems</i> , Document I.	B	JUN 2006	DEC 2007
14	Monitor the research and development of MET concept in CNS/ATM field and facilitate the transference of this information and experience among CAR/SAM States.	B	JUL 2005	DEC 2007
15	Identify activities for the implementation of new meteorological services related both to training and application of the new CNS/ATM systems. Provide guidelines.	A	JUL 2005	DEC 2007
16	Carry out a study to determine the need for VOLMET services in the CAR/SAM Regions.	B	JUL 2005	DEC 2007
	MET Training			
17	Propose short, medium and long-term measures to satisfy the requirements for MET personnel in the States of the CAR/SAM Regions.	B	JAN 2005	DEC 2007
	MET DEFICIENCIES			
18	Update the list of MET deficiencies.	A	JUL 2005	Continuous

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to priority **A** and **B** tasks.

4. Composition

Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, France, Panama, Paraguay, Peru, Spain, United States, Uruguay, Venezuela, COCESNA, IATA, IFALPA and WMO.

5. Chairmanship

Chairman: ~~Sr. Gustavo Flores (Argentina)~~ Will be elected in the AERMETSG/9

Vice-Chairman: Will be elected in the AERMETSG/9.

AERODROMES AND GROUND AIDS/AERODROME OPERATIONAL PLANNING SUBGROUP (AGA/AOP/SG)

1. Terms of reference

- a) To promote and follow-up the implementation of the AOP requirements of the CAR/SAM ANP and to place special emphasis on identifying, evaluating and proposing, according to established procedures, the corresponding timely corrective actions to the deficiencies affecting aircraft and airport operations.
- b) Develop the planning for the AOP Part of the CAR/SAM ANP.
- c) To carry out permanent co-ordination with GREPECAS Contributory Bodies in order to ensure appropriate integration of all tasks contributing to the implementation of the CAR/SAM ANP.
- d) To review the requirements of the AOP Part of the CAR/SAM Regional Air Navigation Plan with a view to developing any changes required to comply with new technological developments including environmental impact aspects.

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORIT Y	DATE	
			START	END
AGA/AOP/2	Review and update the Table AOP 1 of the AOP Part of the ANP/FASID CAR/SAM at regular intervals based on the greater demands on airports in relation to air traffic growth and the accommodation of aircraft with more onerous physical requirements	B	1 st Meeting	Continuous
AGA/AOP/3	Review and follow-up the implementation of corrective actions for AGA deficiencies including: ▪ Objects and depressions in runway strips, principally in the graded areas ▪ Runway and taxiway separations ▪ Runway and taxiway slopes ▪ Obstacles ▪ Secondary power supply ▪ Visual aids ▪ Fencing and perimeter roads ▪ Rescue and fire-fighting services ▪ Aerodrome emergency plans ▪ Runway surface conditions ▪ Runway strips and runway end safety areas Refer urgent (U) priority deficiencies, with proposed corrective actions, to the Aviation Safety Board.	A	1 st Meeting	Continuous

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AGA/AOP/6	Review demand/capacity problems at airports and develop options for alleviating airport congestion.	B	1 st Meeting	Continuous
AGA/AOP/7	Review runway incursion incidents at airports and develop guidance to reduce their occurrence in coordination with ATM and OPS.	A	1 st Meeting	6 th Meeting
AGA/AOP/8	Development of samples that include the necessary minimum requirements for Emergency Plans and Emergency Operation Centres (EOC) of the aerodromes included in the ANP and online follow-up of their implementations, updating of complete and partial exercises in order to increase the safety of airports/aircraft	A	4 th Meeting	Continuous
AGA/AOP/9	On-line follow-up to the implementation of the aerodrome certification process (basic documentation and certification of every aerodrome included in the ANP) with the corresponding implementation of Safety Management Systems, as a method to identify and resolve the deficiencies that compromise the implementation of these processes	A	4 th Meeting	Continuous
AGA/AOP/10	On-line follow up of the maintenance at ANP aerodromes (runways), of the action plans and of the resolution of these deficiencies	A	4 th Meeting	Continuous

3. **Priority**

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. **Composition**

Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, Guatemala, Haiti, Honduras, Mexico, Paraguay, Peru, Trinidad and Tobago, United States, Uruguay, Venezuela, ACI, ALACPA, CARSAMPAF, IATA, IFALPA and IFATCA.

5. **Chairpersons**

Chairman	Norberto Cabrera (Cuba)
Vice-Chairman	Alberto Palermo (Argentina)

NOTE: The Chairman and Vice-Chairman were elected for the period 2007-2009 (See Agenda Item 8).

TERMS OF REFERENCE AND WORK PROGRAMME OF THE AERONAUTICAL INFORMATION ~~MANAGEMENT SERVICES AND AERONAUTICAL~~ ~~CHARTS~~ SUBGROUP (AIS/~~MAP~~/SG)

1. Terms of Reference

Foster and ensure the evolution of CAR/SAM Aeronautical Information Services from a manual operational environment to an environment where digital aeronautical information of high quality and integrity is processed and exchanged electronically to support the implementation of CNS/ATM systems, GNSS, operational ATM, and a state-of-the-art FMS. ~~The mission of the GREPECAS AIS/MAP Subgroup is to inform the GREPECAS of the strategy, study and development of all the aeronautical information related activities. Additionally, it will supervise and watch all the processes of development and implementation of the planned aeronautical information projects:~~

- ~~a) To plan the development of requirements and strategies to adopt in the CAR/SAM Regions the standardized conceptual aeronautical information models accepted by ICAO for the electronic exchange of aeronautical information/data of the operational systems and their mutual inter functionalities.~~
- ~~b) To plan the updating of the AIS/MAP staff training programmes in accordance with the SARPs, ICAO guidelines and the new requirements introduced in Annexes 4 and 15, aimed at providing AIS Services in a digital data electronic interchange environment, ensuring their integrity and quality.~~
- ~~c) To develop strategies for establishing requirements for an AIM in the CAR/SAM Regions in line with the elements of the global operational concept.~~
- ~~d) To plan the application of quality systems in the CAR/SAM AIS in accordance with ISO 9000 standards, contributing to the implementation of the AIS/MAP Quality Management System required in Annex 15 and in the Recommendations of the CAR/SAM/3 RAN Meeting, emphasizing the assessment and suggesting implementation plans of the system in question, in accordance with the relevant ICAO guidelines.~~
- ~~e) To study aspects related with the maintenance of the CAR/SAM Air Navigation Plan (Part VIII, AIS) to ensure its effective implementation and the evolution of global AIS/MAP requirements.~~
- ~~f) To foster and follow up the implementation of the AIS/MAP services required in the CAR/SAM Air Navigation Plan, with special emphasis on the identification, evaluation and proposal, according to established procedures, of the corresponding corrective actions to solve the deficiencies affecting air operations.~~

~~2) To carry out a permanent coordination with GREPECAS Contributory bodies, in order to ensure a suitable integration of all the tasks that contribute to CNS/ATM implementation.~~

- ~~h) To develop the project document to manage the creation or extension of a Regional CAR/SAM Technical Cooperation Project to support the development of the AIM as a key element for ATM.~~

2. Work Programme

GREPECAS PROCEDURAL HANDBOOK – SECTION 4
CONTRIBUTORY BODIES OF THE GREPECAS:
TERMS OF REFERENCE, COMPOSITION, AND WORK PROGRAMME

Section 4- 13

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
~~AIS/MAP/1~~	~~CAR/SAM AIS database (CASADAB) system development with AIM approach and based on the conceptual model. (Note: Stand by for HQ's SARPS and guidance material)~~ Develop strategies and policies to establish the basic requirements and planning criteria for the evolution of AIS services within an effective Aeronautical Information Management (AIM) environment, in keeping with the components of the Global Operational Concept.	~~AB~~	~~2nd half 20032007~~	~~STAND-BY2010~~
~~AIS/MAP/2~~	~~Global data model for aeronautical information interchange. Define general technical criteria for the automated processing of the Integrated Aeronautical Information Package by AIS services. (Note: Stand by for HQ's SARPS and guidance material)~~ Coordinate the application of quality systems in AIM services, in keeping with the relevant ISO standards; propose action plans for the implementation by CAR/SAM States of these types of systems; and assess the problems facing AIM services for the implementation of the cited systems.	~~BA~~	~~2nd half 20032007~~	~~STAND-BY2008~~
~~AIS/MAP/3~~	~~Develop specialized AIS/MAP training programmes based on the new role of AIS/MAP personnel within CNS/ATM environment (GREP/12, TRAIN TF/8 (Note: Stand by for HQs guidance material)).~~ Define the requirements to ensure due process when evaluating personnel within the framework of effective aeronautical information management, together with the consistent application of CAR/SAM AIM training programmes, also taking into account the need for basic criteria to ensure the development of an English language training programme related to effective aeronautical information management.	~~B~~	~~20032007~~	~~STAND-BY2010~~

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
~~AI~~ S/M ~~AP~~ 4	~~Responsibilities and functions of the AIS/MAP specialist, based on the new role of AIS/MAP personnel within CNS/ATM environment (Note: Stand-by for HQs guidance material).~~ Coordinate the development of basic operational requirements and the required strategies for adoption of aeronautical information conceptual and exchange models (AICM/AIXM) in the CAR/SAM Regions, in order to facilitate the electronic exchange of digital aeronautical information/data between operational systems and their mutual inter-functionalities, both within the CAR/SAM Regions, as well as between these and other ICAO Regions.	B	20032008	~~STAND-BY~~ 2010
~~AI~~ S/M ~~AP~~ 5	~~Review and update part VIII AIS/MAP of the CAR/SAM ANP Vol. I ANP and Vol. II FASID~~ Implement practical guides to assist the States in the provision of electronic terrain and obstacle data (Doc 9881) for the electronic representation of aeronautical charts, as well as in the drafting of electronic aerodrome obstacle charts, as required.	A	20032007	~~Dec. 2008~~ 2008
~~AI~~ S/M ~~AP~~ 6	~~Develop an ICAO/IPGH TC draft project for the production and implementation of the 1:000,000 and 1:500,000 VFR aeronautical charts in digital format for regional covering. Reactivation of the PAIGH Aeronautical Charts Committee.~~ Conduct the required relevant studies for the use of geographical information systems (GIS) in AIM; also, prepare technical guides for the production by CAR/SAM States of VFR aeronautical charts (scales between 1:500,000 and 1:1,000, 000) in digital format.	A	~~Feb. 2005~~ 2007	~~Feb. 2007~~ 2010
~~AI~~ S/M ~~AP~~ 7	~~Prepare a programme for the applications of the elements of human factors into the AIS services.~~ Periodically update the CAR/SAM Regional Navigation Plan (Part VIII, AIS) in order to ensure its effective evolution with respect to the Global CNS/ATM Plan and in keeping with the SARPS contained in ICAO Annexes 4 and 15.	AB	~~Feb. 2005~~ 2007	~~Dec. 2008~~
~~AI~~ S/M ~~AP~~ 8	~~Study AIS, MET and FLP products in support of the integrated provision of a pre-flight and in-flight information service.~~ Promote and follow-up on the effective implementation of AIM requirements in keeping with established procedures in order to take corresponding corrective action to resolve deficiencies affecting air operations.	AB	20032007	~~Dec. 2008~~ 2008

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
AIS/MAP/9	~~Carry out planning activities for AIS/MAP Implementation~~ ~~9a. Implementations of NOTAM Data Banks utilizing common query protocols~~ ~~9b. Planning of the Implementation of the Electronic AIP~~ ~~9c. Planning of the Implementation of the quality management system in the AIS services~~ ~~9d. Assist States on the development of action plans for the solution of AIS/MAP deficiencies~~ ~~9e. Planning of the Implementation of the WGS-84 aeronautical charts, using GIS technology and Terrain digital modeling system (TDMS)~~ Coordinate, on an ongoing basis, with all GREPECAS contributory bodies, in order to ensure proper integration of all areas contributing to CNS/ATM implementation.	AB	Jul. 2005	2007

3. **Priority**

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. **Composition**

Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Dominican Republic, Ecuador, France, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Venezuela, COCESNA, IATA, and PAIGH.

5. **Chairperson**

Chairman: ~~Mr. Sergio García-Jorquera (Chile)~~ Mrs. Noemí Carta (Cuba)
Vice-Chairman: Mr. Rafael Torres (Venezuela).

HUMAN RESOURCES AND TRAINING SUBGROUP (HRT/SG)**1. AIR TRAFFIC MANAGEMENT/COMMUNICATIONS,
NAVIGATION AND SURVEILLANCE SUBGROUP (ATM/CNS/SG)****1. Terms of reference**

- a) To promote and follow-up the implementation of the CNS/ATM systems required in the CAR/SAM ANP and to place special emphasis on identifying, evaluating and proposing, according to the established procedures, the corresponding corrective actions to the /deficiencies affecting air operations.
- b) To carry out permanent coordination with various GREPECAS Contributory Bodies in order to ensure appropriate integration of all tasks contributing to the implementation of the CAR/SAM ANP.
- c) To develop and harmonize, in the CAR/SAM Regions, action plans to facilitate implementation of CNS/ATM systems, in order to reach a consistent and coordinated implementation, especially in multinational projects of regional/inter-regional nature, taking into account homogeneous areas and main air traffic flows contained in the CAR/SAM FASID.
- d) Taking into consideration the material prepared by the different ICAO groups of experts in the CNS/ATM field, develop guidance material to keep and upgrade the technical and operational quality for the provision of CNS/ATM services.

2. Work programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
ATM/CNS/1	Follow up, coordinate and manage the work of the CNS and ATM Committees.	A	Permanent	
ATM/CNS/2	To establish inter- and intra-regional coordination on CNS/ATM systems applications.	A	Permanent	
ATM/CNS/3	To inform on the development of the new air navigation systems, SARPs development, as well as the work of the ICAO CNS/ATM Groups of Experts.	A	Permanent	
ATM/CNS/4	Refer urgent (U) priority deficiencies, with proposed corrective action, to the Aviation Safety Board.	A	Permanent	
ATM/CNS/5	Supervise the work programme of the Automation Task Force	A	Permanent	

3. **Priority**

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. **Composition**

The ATM/CNS Subgroup is composed by the joint membership of the members of the ATM and CNS Committees.

5. **Chairperson**

Chairman	Mr. Claudio Arellano (Mexico)
Vice-Chairman	Mr. Julio Cesar de Souza Pereira (Brazil)

TERMS OF REFERENCE AND WORK PROGRAMME OF THE ATM COMMITTEE

1. Terms of reference

- a) Assist and guide CAR and SAM States/Territories/International Organisations in the implementation of ATS safety management programmes.
- b) Study, analyse, propose, and do the follow-up of projects that allow the optimisation of Airspace Organisation and Management (AOM), Air Traffic Services (ATS), Air Traffic Flow Management (ATFM), and Search and Rescue (SAR) in the CAR/SAM Regions, with a view to comply with ICAO strategic objectives, based on Global Plan Initiatives (GPI).
- c) Be informed and analyse guidance material developed on ATM systems by other ICAO experts group for its possible adoption in the CAR and SAM Regions.

Number	Task description	Priority	Date	
			Start	End
General				
ATM-1	Based on the methodology standardised by the ICAO Council, identify, assess, and report air navigation deficiencies, assigning priorities.	N/A	Permanent	N/A
ATM- 2	Monitor the corresponding ATM parts of the CAR/SAM Regional CNS/ATM Implementation Plan, and keep them updated as a working document.	N/A	Permanent	N/A
ATM-3	Analyse and evaluate 300 ft or more large-height deviations (LHD)	A	Permanent	N/A
ATM-4	Identify activities for the implementation of new meteorological services related to both training and the implementation of the new CNS/ATM systems. Note: Joint MET/ATM Task Force (AERMETSG Decision 6/24)	B	2005	2009
Performance-based navigation (PBN) - GPI 5, 7, 8, 10, 11, 12, 20, 21				
ATM-5	Prepare a performance objective for RNAV and RNP implementation, taking into account the ICAO performance-based navigation concept.	A	PHASE 1	
			2005	2010
			PHASE 2	
			2011	2015

Number	Task description	Priority	Date	
			Start	End
Flexible use of airspace - GPI 1				
ATM-6	Prepare a performance objective for the implementation of the flexible use of airspace, based on the Global Air Navigation Plan guidelines.	B	2007	2010
Air traffic flow management (ATFM)- GPI 1, 6, 7				
ATM-7	Prepare a performance objective for the implementation of CAR and SAM harmonized inter-regional air traffic flow management (ATFM), based on the Global Air Navigation Plan guidelines.	A	2006	2015
ATM automation - GPI 6, 7, 9, 17, 18, 19				
ATM-8	Develop a performance objective for the implementation/integration of ATM automated systems, based on Global Air Navigation Plan guidelines	Together with CNSC	2006	2015
Search and rescue				
ATM-9	Develop a quality assurance programme for search and rescue services (SAR), according to the IAM/SAR manual, for its future implementation in the CAR/SAM Regions.	B	August 2003	ATMC/6

3.
 - A** High priority tasks, on which work should be speeded up.
 - B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
 - C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. **Composition**

Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba**, Dominican Republic, Ecuador, France, Guatemala, Haiti, Jamaica , Mexico, Panama, Paraguay, Peru, Trinidad and Tobago, United States, Uruguay*, Venezuela, ARINC, COCESNA, IATA, IFALPA, IFATCA and SITA.

5.

*Chairman:	Roberto Arca (Uruguay)
**Vice-Chairman:	Fidel Ara (Cuba)

ATM PERFORMANCE OBJECTIVES FOR CAR AND SAM REGIONS

OPTIMIZE THE ATS ROUTE STRUCTURE IN BOTH TERMINAL AND EN-ROUTE AIRSPACE			
Benefits			
Environment	• <i>reductions in fuel consumption;</i>		
Efficiency	• <i>ability of aircraft to conduct flight more closely to preferred trajectories;</i> • <i>increase in airspace capacity;</i> • <i>facilitate utilization of advanced technologies (e.g., FMS based arrivals) and ATC decision support tools (e.g., metering and sequencing), thereby increasing efficiency.</i>		
Strategy			
Short term (2010)			
Medium term (2011 - 20015)			
TASK	DESCRIPTION	START- END	STATUS
AOM	<i>En-route airspace</i> • <i>analyze the en-route ATS route structure and implement all identifiable improvements;</i> • <i>implement all remaining regional requirements (e.g. RNP 10 routes); and</i> • <i>Finalize implementation of WGS-84</i> • <i>monitorear el avance de la implementación</i> • <i>develop a strategy and work programme to design and implement a trunk route network, connecting major city pairs in the upper airspace and for transit to/from aerodromes, on the basis of PBN and, in particular, RNAV/5, taking into account interregional harmonization;</i>	2005-2010	
	<i>In terminal airspace</i> • <i>develop a regional strategy and work programme for implementation of optimized standard instrument departures (SIDs), standard instrument arrivals (STARs), instrument flight procedures, holding, approach and associated procedures, on the basis of PBN and, in particular RNAV/1 and 2; and</i> • <i>monitor implementation progress</i>	2008-2011	
References	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/10: terminal area design and management, GPI/11: RNP and RNAV SIDs and STARs and GPI/12: FMS-based arrival procedures.		

IMPLEMENT RNP APPROACHES			
Benefits			
Efficiency	• Improvements in capacity and efficiency at aerodromes.		
Safety	• Improvements in safety at aerodromes.		
Strategy (2008-2015)			
TASK	DESCRIPTION	START- END	STATUS
AOM	- development of a regional strategy and work programme for implementation of RNP approaches at aerodromes where aircraft weighing 5700 kg or more are operated, on the basis of the transition plan as follows: Stage 1 – Evaluate existing procedures, determine compatibility of use with RNAV overlay routes Stage 2 – Carry out cost benefit analysis and safety assessments of RNAV procedures Stage 3 – Use existing radar vectoring patterns as the basis for RNAV departure and arrival tracks Stage 4 – Evaluating and simulation of procedures Stage 5 – Design stand-alone RNAV procedures Stage 6 – Training phase Stage 7 – Publish new procedures and introduce into new service, meet AIRAC dates Stage 8 – Operational review Stage 9 – Removal of conventional procedures - monitor implementation progress		
References	GPI/5: performance-based navigation, GPI/7: dynamic and flexible ATS route management, GPI/8: collaborative airspace design and management, GPI/10: terminal area design and management, GPI/11: RNP and RNAV SIDs and STARs and GPI/12: FMS-based arrival procedures.		

ENHANCE CIVIL/MILITARY COORDINATION AND CO-OPERATION			
Benefits			
Efficiency	• <i>increase airspace capacity;</i>		
Continuity	• <i>allow a more efficient ATS route structure</i> • <i>ensure safe and efficient action in the event of unlawful interference;</i> • <i>make available military restricted airspace more hours of the day so that aircraft can fly on their preferred trajectories; and</i> • <i>improve search and rescue services.</i>		
Strategy (2008-2012)			
TASK	DESCRIPTION	START- END	STATUS
AOM	• <i>develop guidance material on civil/military coordination and co-operation to be used by States/Territories to develop national policies, procedures and rules;</i> • <i>establish civil/military coordination bodies;</i> • <i>arrange for permanent liaison and close cooperation between civil ATS units and appropriate air defense units;</i> • <i>conduct a regional review of special use airspace;</i> • <i>develop a regional strategy and work programme for implementation of flexible use of airspace in a phased approach beginning with more dynamic sharing of restricted airspace while working towards full integration of civil and military aviation activities by 2012; and</i> • <i>monitor implementation progress</i>		
References	GPI/1: flexible use of airspace.		

ALIGN UPPER AIRSPACE CLASSIFICATION			
Benefits			
Efficiency	• better utilization of data link communication; • optimize use of flight plan data processing systems; • enhance airspace management coordination, message exchange capabilities and utilization of flexible and dynamic airspace management techniques; • harmonization of interregional coordination processes;		
Continuity	• improvement of airspace interoperability and seamlessness; and • ensure the provision of positive air traffic control services to all aircraft operations.		
Strategy (Target: 2008)			
TASK	DESCRIPTION	START- END	STATUS
AOM	• Develop a regional implementation strategy and work programme for the implementation of ICAO Annex 11 airspace Class A above FL 195. • identify key stakeholders, ATCOs, pilots, and relevant international organisations for coordination and cooperation on changes for new airspace organization, using a CDM process; • develop new national airspace organization in accordance with ICAO provisions, as needed; • Coordinate changes for regional and national documents; • Doc 8733, CAR/SAM ANP; • AIP; and, • ATS letters of agreement • Carry out improvements in ground systems to support new airspace organization configurations, as necessary; • Publish national regulatory material for implementation of new rules and procedures to reflect airspace organizational changes; • Train ATCOs and pilots in new procedures, including all civil and military airspace users, as required; • monitor implementation progress.		
References	GPI/4: align upper airspace classification.		

IMPROVE DEMAND AND CAPACITY BALANCING			
Benefits			
Environment	• <i>reduction in weather- and traffic-induced holding, leading to reduced fuel consumption and emissions;</i>		
Efficiency	• <i>improved and smoother traffic flows;</i> • <i>improved predictability;</i> • <i>improved management of excess demand of service in ATC sectors and aerodromes;</i> • <i>improved operational efficiency;</i> • <i>enhanced airport capacity;</i> • <i>enhanced airspace capacity; and</i>		
Safety	• <i>improved safety management.</i>		
Strategy Near term (2008)			
TASK	DESCRIPTION	START- END	STATUS
ATFM (DCB)	• identify key stakeholders (ATC service providers and users, military authorities, airport authorities, aircraft operators and relevant international organisations) for purposes of coordination and cooperation, using a CDM process; • <i>identify and analyse traffic flow problems and develop methods for improving efficiencies on gradual basis, as needed, through enhancements in current:</i> ○ <i>airspace organization and management (AOM) and airway structure (unidirectional routes),</i> ○ <i>communication, navigation and surveillance systems,</i> ○ <i>aerodrome capacity,</i> ○ <i>ATS capacity, and</i> ○ <i>ATS letters of agreement;</i> • <i>define common elements of situational awareness between FMUs;</i> ○ <i>common traffic displays,</i> ○ <i>common weather displays (Internet),</i> ○ <i>communications (teleconferences, web), and</i> ○ <i>daily teleconference/messages methodology advisories;</i> • develop methods to establish demand/capacity forecasting; • develop a regional strategy and work programme for harmonized implementation of ATFM service; and,		
Medium term (2010)			

	• develop a regional strategy for the implementation of flexible use of airspace (FUA); ○ <i>assess use of airspace management processes;</i> ○ <i>improve current national airspace management to adjust dynamic changes in traffic flows in tactical stage;</i> ○ <i>introduce improvements in ground ATS systems and associated procedures for the extension of FUA with dynamic airspace management processes;</i> ○ <i>implement dynamic ATC sectorization in order to provide the best balance between demand and capacity to respond in real-time to changing situations in traffic flows, and to accommodate in short-term the preferred routes of users;</i> • define common electronic information and minimum databases required for decision support and alerting systems for interoperable situational awareness between Centralized ATFM units; • develop regional procedures for efficient and optimum use of aerodrome and runway capacity; • develop a regional ATFM procedural manual to manage demand/capacity balancing; • develop a regional strategy and framework for the implementation of Centralized ATFM unit; • develop operational agreements between Centralized ATFM units for interregional demand/capacity balancing; and, • monitor implementation progress.		
References	GPI/1: flexible use of airspace; GPI/6: air traffic flow management; GPI/7: dynamic and flexible ATS route management; GPI/9: Situational awareness; GPI/13: aerodrome design and management; GPI/14: runway operations; and GPI/16: decision support and alerting systems.		

IMPROVE ATM SITUATIONAL AWARENESS			
Benefits			
Efficiency	• <i>enhanced traffic surveillance;</i> • <i>enhanced collaboration between flight crew and the ATM system;</i> • <i>improved collaborative decision-making through sharing electronic aeronautical data information;</i> • <i>reduction of workload for both pilots and controllers;</i> • <i>improved operational efficiency;</i> • <i>enhanced airspace capacity;</i> • <i>improved implementation on a cost-effective basis;</i>		
Safety	• <i>improved available electronic terrain and obstacle data in the cockpit;</i> • <i>reduction of the number of controlled flight into terrain related accidents; and</i> • <i>improved safety management.</i>		
Strategy Near term (2010)			
TASK	DESCRIPTION	START- END	STATUS
ATS (ATM SDM)	• <i>identify parties concerned</i> • identify the automation level required according to the ATM service provided in airspace and international aerodromes, assessing ○ operational architecture design, ○ characteristics and attributes for interoperability, ○ data bases and software, and ○ technical requirements; • improve ATS interfacility communication • implement flight plan data processing system and electronic transmission tools • implement radar data sharing programs where benefits can be obtained • develop situational awareness training programmes for pilots and controllers • implement ATM surveillance systems for situational traffic information and associated procedures • implement ATS automated message exchanges, as required ○ FPL, CPL, CNL, DLA, etc. • implement automated radar handovers, where able; • implement ground and air electronic warnings, as needed ○ Conflict prediction ○ Terrain proximity ○ MSAW ○ DAIW ○ Surveillance system for surface movement • implement data link surveillance technologies and applications: ADS, CPDLC, AIDC, as required		

<i>Medium term (2015)</i>			
	• implement additional/advanced automation support tools to increase sharing of aeronautical information - o ETMS or similar - o MET information - o AIS/NOTAM dissemination - o Surveillance tools to identify airspace sector constraints - o A-SMGC in specific aerodromes, as required • implement teleconferences with ATM stakeholders • monitor implementation progress		
References	GPI/1: flexible use of airspace; GPI/6: air traffic flow management; and GPI/7: dynamic and flexible ATS route management; GPI/9: Situational awareness; GPI/13: aerodrome design and management; GPI/14: runway operations; and GPI/16: decision support and alerting systems; GPI/17: implementation of data link applications; GPI/18: aeronautical Information; GPI/19: meteorological systems.		

COMMUNICATIONS, NAVIGATION AND SURVEILLANCE COMMITTEE (CNS/COMM)

1. Terms of Reference

Review, fine-tune and complete the planning of the CNS systems, recommending its incorporation in the CAR/SAM FASID ANP, based on the application of planning principles developed by the CAR/SAM/3 RAN Meeting, in the global Plan of air navigation for the CNS/ATM systems, on the results of the inter-regional planning and co-ordination and on ICAO SARPs and technical guidelines, related with the coordinated implementation and harmonization of CNS/ATM systems. Also, to study, review and propose measures for the implementation of the CNS systems recommended in the ANP CAR/SAM FASID.

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
CNS/1	General Matters			
CNS/1-1	Review, identify, evaluate and recommend solutions with the necessary priority assignment on the deficiencies of the CNS systems.	A	Permanent	
CNS/1-4	Examine of the CNS systems in other regions, with the aim of contributing to a coordinated and harmonious interregional development, in accordance with the specified guidelines in the CNS/ATM Global Plan.	B	Permanent	
CNS/1-5	Suggest measures for the protection of the radio frequency spectrum management.	A	Permanent	
CNS/2	Communications Developments			
CNS/2-1.1	Continue the guidance and follow-up to the development of the aeronautical digital communication networks and develop regional guidelines for the inter operability between the communication networks of the CAR and SAM Regions and neighbouring areas.	A	31/05/02	01/04/07
CNS/2-1.2.3	Develop the regional plan for the implementation of VDL and air-ground applications.	B	02/05/05	19/10/07
CNS/2-1.3.2	Review, fine-tune and complete the initial transition plan for the evolutionary development of the ATN and of its applications.	A	07/04/03	29/09/06
CNS/2-1.3.3	Guide the development of the ATN addressing plan in accordance with the ICAO principles and technical provisions.	B	02/02/04	28/11/06
CNS/2-1.3.4	Develop plans for the evolutionary implementation of the ground infrastructure of ATN and the development of ground-ground applications such as AIDC and AMHS.	A	08/07/03	29/09/06

GREPECAS PROCEDURAL HANDBOOK – SECTION 4
CONTRIBUTORY BODIES OF THE GREPECAS:
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Section 4- 29

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
CNS/2-1.3.5	Develop recommendations on the initial operational and managerial use of ATN with regard to the implementation of:			
	a) ground-ground applications; and	A	08/07/03	28/11/06
	b) air-ground applications.	B	02/02/04	30/11/056
CNS/2-1.3.6	Review proposals for data communications infrastructure to support ATFM implementation	B	06/03/06	31/10/07
CNS/2-1.5	Develop CAR/SAM regional guidance to provide the communications system required for the migration toward the exchange of aeronautical MET messages (METAR/SPECI and TAF) in BUFR code form.	A	18/04/05	22/11/07
CNS/2-2.1	Development of the VHF and HF voice and data communication. Review, refine and complete the VHF and HF Regional Plan (FASID Table CNS 2A).	A	07/01/01	25/10/06
CNS/3	Navigation Developments			
CNS/3-2.2	Update the regional strategy for the deployment and implementation of the GNSS augmentation systems.	A	10/11/03	30/06/07
CNS/3.2.3.1	Considerations on the feasibility of regional application, technical aspects, operational benefits, related costs, implementation, implications for the on-board equipment and other relevant aspects.	A	02/06/03	22/06/07
CNS/3.2.3.2	To lead studies on regional implementation alternatives of a SBAS/GBAS system, taking into account the evolution of GNSS.	A	14/03/05	22/11/07
CNS/3-3.1	Update the regional strategy for the migration towards GNSS.	A	03/02/04	29/11/07
CNS/3-3.2	Develop a nav aids transition plan and introduce pertinent target dates for the GNSS augmentation systems.	A	07/02/05	29/09/08
CNS/3-3.3	Prepare a Regional Plan for the deactivation of NDB stations	A	02/10/06	30/11/07
CNS/3-3.4	Review, fine-tune and complete the regional navigation plan suggesting the relevant amendments to FASID Table CNS 3.	B	02/10/05	09/05/07
CNS/4	Surveillance Development			
CNS/4-3.2	Studies and recommendations of actions for the SSR in Mode S, ADS-C, ADS-B and other surveillance systems, sub regional/regional implementation.	B	01/07/05	30/11/07
CNS/4-5	Update and follow-up of the regional plan on surveillance systems. Update FASID Table CNS 4A.	B	01/02/04	30/03/08

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to Priority **A** tasks.

- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. **Composition**

Antigua, Argentina, Barbados, Bolivia, Brazil, Chile, Colombia, Cuba, Dominican Republic, Ecuador, France, Haiti, Jamaica, Mexico, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Uruguay, Venezuela, ARINC, COCESNA, IATA, IFALPA and SITA.

The Chairperson and Vice-chairperson designated by the CNS Committee elected in the Fourth Meeting are: Ricardo Bordalí (Chile) and Mrs. Veronica Ramdath (Trinidad and Tobago) respectively.

HUMAN RESOURCES AND TRAINING SUBGROUP (HRT/SG)

1. Terms of reference

- a) To promote and follow-up the implementation of the CAR/SAM Regional Air Navigation Plan and to place special emphasis on identifying, evaluating and proposing, according to established procedures, the corresponding corrective actions to the deficiencies affecting the safety of air operations attributable to human resource development.
- b) To carry out permanent coordination with GREPECAS contributory bodies in order to ensure appropriate integration of all tasks contributing to implementation of the CAR/SAM Regional Air Navigation Plan.
- c) Determine regional requirements for training and the capacity of the Regions to meet the demand for skilled human resources necessary to implement the facilities and services specified in the ANP.
- d) Study and develop comprehensive regional plans to address professional/technical training of aeronautical personnel, incorporating human factors principles.
- e) Harmonize and consolidate quality assurance programmes for training in the air navigation field.

2. Work Programme

Tasks	Priority	Completion
1) Identify training needs and types of training to implement the facilities and services specified in the ANP.		
2) Gather information and evaluate training required within the Regions.		
3) Determine regional training capabilities required.		
4) Develop a planning process for rectifying shortcomings in training capacity within the Regions.		
5) Formulate a plan for the establishment of regional training capabilities.		
6) Establish a timetable for training programmes in accordance with the ANP.		
7) Update information about existing training capabilities within the Regions.		
8) Gather and evaluate existing human factors and development guidance material.		
9) Refer urgent (U) priority deficiencies, with proposed corrective action, to the Aviation Safety Board.		

3. **Priority**

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should be begun as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should be begun as time and resources allow, but without detriment to Priority **A** and **B** tasks.

4. **Composition**

Argentina, Brazil, Chile, Colombia, Panama, Paraguay, Peru, Spain, Trinidad and Tobago, United States, Uruguay, Venezuela and COCESNA.

5. **Chairperson**

The Chairperson will be designated by the Subgroup at its first meeting.

TASK FORCE ON INSTITUTIONAL ASPECTS

1. Terms of Reference

- a) Based on the new ATM operational concept approved by the Eleventh Air Navigation Conference as the global framework for the implementation of ATM systems, study the actions taken by the ICAO Council, and by some States, regarding the institutional aspects for the implementation of the aforementioned systems in the CAR/SAM Regions.
- b) **Taking into account the performance objectives for the ATM improvements identified in the CAR/SAM Regions in keeping with the Global Plan, suggest measures to assist the States that so require, in the conduction of cost/benefit analyses and economic, financial, legal and administrative studies concerning technical and operational projects for the implementation of CNS/ATM systems.**
- c) **Analyze, as necessary, those aspects of the CAR/SAM Regional Air Navigation Plan that would require multinational arrangements.**

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
TF-IA/1	Taking into account the new ATM operational concept, as well as the performance objectives for the ATM improvements identified in the CAR/SAM Regions in keeping with the Global plan, develop proposals for the CAR/SAM Regions, based on the global action taken by the ICAO Council and by some States on institutional aspects.	B	As of new edition of CNS/ATM Global Plan	
TF-IA/2	Taking into account the performance objectives for the ATM improvements identified in the CAR/SAM Regions and the Global Plan, develop guidance material to assist CAR/SAM States in the conduction of cost/benefit analyses for the institutional arrangements of the multinational facilities identified.	A		2007
TF-IA/3	Develop proposals for the coordination of financial, administrative and other relevant arrangements for the implementation of multinational ATM systems.	A	Follow up on the application of the Constituent Agreement for the implementation of an OMR	

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
TF-IA/4	Determine the elements that require legal arrangements on the institutional aspects identified in the previous item, and provide guidelines to facilitate their implementation.	A		2008
TF-IA/5	Based on the available material, develop a strategy for the implementation of multinational facilities.	A	2006	2008
TF-IA/6	Study the most appropriate way of reflecting multinational facilities in the FASID in order to facilitate the identification, description and processing of future amendments.	B		2008

3. Composition

Argentina, Brazil, Chile, Colombia, Cuba, Peru, United States, Venezuela and COCESNA.

4. Rapporteur

Mr. Eduardo Rodino (Argentina)

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

PROCEDURAL HANDBOOK

SECTION 5

**OTHER CAR AND/OR SAM REGIONAL BODIES
AND INTERNATIONAL ORGANIZATIONS
DEALING WITH CIVIL AVIATION MATTERS IN THE CAR/SAM REGIONS**

INTERNATIONAL ORGANIZATIONS

Regional Economic Commissions

Economic Commission for Latin America and the Caribbean (ECLAC)
Latin American Civil Aviation Commission (LACAC)

Inter-Governmental Organizations

Caribbean Community (CARICOM)
Central American Corporation for Air Navigation Services (COCESNA)
European Organization for the Safety of Air Navigation (EUROCONTROL)
Organization of Eastern Caribbean States (OECS)

International Organizations

Airport Council International (ACI)
International Air Transport Association (IATA)
International Council of Aircraft Owner and Pilot Associations (IAOPA)
International Business Aviation Council (IBAC)
International Federation of Air Line Pilots' Associations (IFALPA)
International Federation of Air Traffic Controllers' Associations (IFATCA)

Specialized Agencies

Pan-American Institute of Geography and History (PAIGH)
World Meteorological Organization (WMO)

Other

Société Internationale de Télécommunications Aéronautiques (SITA)
Aeronautical Radio, Inc. (ARINC)
World Bank (WB)
Inter American Development Bank (IADB)
Organization of American States (OAS)

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

PROCEDURAL HANDBOOK

SECTION 6

**DEFINITIONS, ACRONYMS AND TERMINOLOGY FOR THE MEETINGS OF THE
GREPECAS AND ITS CONTRIBUTORY BODIES**

DEFINITIONS

The following terms are used throughout this Procedural Handbook:

GREPECAS Member State

State or Group of States, represented by a State, from the CAR/SAM Regions designated as member of the GREPECAS.

Representative of a GREPECAS Member State

Representative designated by a State or Group of States from the CAR/SAM Regions in order to participate in GREPECAS Meetings with full rights.

GREPECAS Rotational Group

Group formed by two or more States and represented by one of these States as a member of GREPECAS.

GREPECAS Contributory Bodies

Contributory Bodies are created by GREPECAS in order to assist the GREPECAS in its Work Programme, these bodies can be: Subgroups, Groups, Committees, Task Forces, Boards, etc.

GREPECAS Secretary

One of the Regional Directors from the NACC or SAM ICAO Offices, who is designated by the Secretary General of ICAO and who will perform the functions of the GREPECAS Secretary.

Chairperson

A member of GREPECAS or Contributory Body who has the responsibility to preside over the Meetings and other functions related to the position.

Vice Chairperson

A member of GREPECAS or Contributory Body who has the responsibility to preside over the Meetings in the event that the Chairperson cannot do so.

Rapporteur

Member of a Task Force, Working Group and Ad hoc Group who has the responsibility to coordinate and preside over the Meetings of GREPECAS and to represent it in the Meetings of the GREPECAS or of the Contributory Bodies.

Substitute Rapporteur

Member of a Task Force who has the responsibility to stand in for the Rapporteur in the event that he or she cannot do so.

Observer

A person representing a State or an International Organization who attends Meetings without full rights.

Advisor

Representative of an authorized member in order to act on his/her behalf as collaborator of the Member designated by the State.

Full rights

To have voting rights.

ACRONYMS

ACG	Administration Coordination Group
ACI	Airports Council International
AERMETSG	Aeronautical Meteorology Subgroup
AGA/AOP/SG	Aerodromes and Ground Aids/Aerodrome Operational Planning Subgroup
AIS/MAP/SG	Aeronautical Information Services and Aeronautical Charts Subgroup
ANC	Air Navigation Commission
ARINC	Aeronautical Radio Inc.
ASB	Aviation Safety Board
ATM/CNS/SG	Air Traffic Management/Communications, Navigation and Surveillance Subgroup
ATM/COMM	Air Traffic Management Committee
AVSEC/COMM	Aviation Security Committee
BORPC	Basic Operational Requirements and Planning Criteria
CAR	Caribbean
CAR/SAM	Caribbean/South American
CAR/SAM ANP	CAR/SAM Air Navigation Plan
CAR/SAM RAN Meeting	CAR/SAM Regional Air Navigation Meeting
CARICOM	Caribbean Community
CNS/ATM	Communications, Navigation, and Surveillance/Air Traffic Management
CNS/COMM	Communications, Navigation and Surveillance Committee
COCESNA	Central American Corporation for Air Navigation Services
DP	Discussion Paper
ECLAC	Economic Commission for Latin America and the Caribbean
EU	European Union

FASID	Facilities and Services Implementation Document
GREPECAS	CAR/SAM Regional Planning and Implementation Group
HRT/SG	Human Resources and Training Subgroup
IAOPA	International Council of Aircraft Owner and Pilot Associations
IATA	International Air Transport Association
IBAC	International Business Aviation Council
ICAO	International Civil Aviation Organization
IFALPA	International Federation of Airline Pilots' Association
IFATCA	International Federation of Air Traffic Controller Associations
IP	Information Paper
NACC	North American, Central American and Caribbean
LACAC	Latin American Civil Aviation Commission
OB	Order of Business
OECS	Organization of Eastern Caribbean States
PAIGH	Pan American Institute of Geography and History
PANS	Procedures for Air Navigation Services
PET	Planning and Evaluation Tools
PIRG	Planning and Implementation Regional Group
RAO	Regional Affairs Office
SAM	South American
SARPS	Standards and Recommended Practices
SITA	Société Internationale de Télécommunications Aéronautiques
SUPPs	Regional Supplementary Procedures
WMO	World Meteorological Organization
WP	Working Paper

TERMINOLOGY

The following is a terminology guide (in English and Spanish) to be used when preparing documentation to be presented for the review of the GREPECAS and its Contributory Bodies Meetings:

Terminology

English

Spanish

Addendum	Addenda
Ad hoc	Ad hoc
Agenda Item #	Cuestión # del Orden del Día
Agenda	Orden del Día
Appendix	Apéndice
Attachment (of an Appendix)	Adjunto (de un Apéndice)
Contributory Body	Órgano Auxiliar
Corrigendum	Corrigendo
Discussion Paper (DP)	Nota de Discusión (ND)
Draft Agenda	Orden del Día Provisional
Draft Conclusion	Proyecto de Conclusión
Draft Decision	Proyecto de Decisión
Draft Report	Informe Provisional
Explanatory Notes	Notas Aclaratorias
Final Report	Informe Final
Flimsy	Flimsy
Historical	Reseña
Information Paper (IP)	Nota de Información (NI)
International Organizations	Organizaciones Internacionales
Order of Business (OB)	Orden del Día (OD)
Revised	Revisado
Supplement	Suplemento
Working Paper (WP)	Nota de Estudio (NE)

Note for the Secretariat in the preparation of Documentation:

Appendixes are sorted in alphabetical order: **A, B, C, D...**

In the event of surpassing the alphabet the following criteria will be used also in alphabetical order: **AA, BB, CC, DD...**

The Attachments to an Appendix will be sorted in numerical order: **1, 2, 3, 4 ...**

**CLASSIFICATION OF THE STATUS OF GREPECAS
CONCLUSIONS AND DECISIONS:**

Valid
Completed
Superseded

APPENDIX B

(GPI-19) METEOROLOGICAL SYSTEMS

Objective: To improve the availability of meteorological information in support of a seamless global ATM system.

Related Operational Concept Components: AOM, DCB, AO, AUO

Description of strategy

1.85 Immediate access to real-time, global operational meteorological (OPMET) information is required to assist ATM in tactical decision-making for aircraft surveillance, air traffic flow management and flexible/dynamic aircraft routing which will contribute to the optimization of the use of airspace. Such stringent requirements will imply that most meteorological systems should be automated and that meteorological service for international air navigation be provided in an integrated and comprehensive manner through global systems such as the world area forecast system (WAFS), the international airways volcano watch (IAVW) and the ICAO tropical cyclone warning system.

1.86 Enhancements to WAFS, IAVW and the ICAO tropical cyclone warning system to improve the accuracy, timeliness and usefulness of the forecasts issued will be required to facilitate the optimization of the use of airspace.

1.87 Increasing use of data-link to downlink and uplink meteorological information (through such systems as D-ATIS and D-VOLMET) will assist in the automatic sequencing of aircraft on approach and will contribute to the maximization of capacity. The development of automated ground-based meteorological systems in support of operations in the terminal area will provide OPMET information (such as automated low-level wind shear alerts) and automated runway wake vortex reports. OPMET information from the automated systems will also assist in the timely provision of forecasts and warnings of hazardous weather phenomena. These forecasts and warnings, together with automated OPMET information, will contribute to maximizing runway capacity.

APPENDIX C

AERONAUTICAL METEOROLOGY SUBGROUP (AERMETSG)

1. Terms of reference

- a) ~~Monitor the implementation of MET facilities and services; of the world area forecast system; of the international airways volcano watch; of the tropical cyclone alert system; and the issuance and dissemination of OPMET data. Identify any deficiency and develop proposals to improve their implementation;~~ Ensure seamless and consistent development of the CAR/SAM Regional Air Navigation Plan and the CAR/SAM Regional Plan for ATM System in the MET area;
- b) ~~Review and update the CAR/SAM Air Navigation Plan in accordance with the operational requirements of the CAR/SAM Regions and ensure its seamless and consistent implementation addressed to the new CNS/ATM systems concerning MET;~~
- b) Review in a continuous basis the list of MET deficiencies, identify new deficiencies that prevent the implementation or provision of MET service in the CAR/SAM Regions and propose actions for their correction;
- c)d) Monitor the research and development of CNS/ATM systems, the tests and demonstrations in the CNS/MET field and facilitate the transference of these information and experience among the CAR/SAM States and recommend specific actions aimed at the implementation of MET services to satisfy CNS/ATM requirements.

2. Work Programme

TOR = Terms of reference.

A* Tasks of high priority on which work should be expedited.

B* Tasks of medium priority on which work should be undertaken as soon as possible but not to the detriment of Priority **A** tasks.

C* Tasks of medium priority on which work should be undertaken as time and resources permit but not to the detriment of Priority **A** and **B** tasks.

No.	Reference	Strategic Objective and GPI	Task	Priority*	Date	
					Start	End
8-1	TOR	A - Safety D – Efficiency & GPI 19	Carry out a survey on MET facilities and services and present the results in terms of percentage of implementation of facilities and services at the AERMETSG/9.	A	JUL 2007	DEC 2007
8-2	TOR	D – Efficiency & GPI 19	Monitor WAFS implementation, in particular States readiness to convert significant weather forecasts (SYGWX) received, into SIGWX in BUFR code and present the results in percentage terms to the AERMETSG/9.	A	FEB 2001	DEC 2007
8-3	GREPECAS	D – Efficiency & GPI 19	Carry out a survey on ISCS efficacy in order to send it to the focal points and analyze the results to be presented at the AERMETSG/9.	A	FEB 2007	MAY 2007
8-4	TOR	A – Safety & GPI 19	Monitor IAVW implementation, in particular the status of the designation of volcano observatories and present the results in terms of percentage of IAVW implementation and of the designation of volcano observatories at the AERMETSG/9.	A	FEB 2001	DEC 2007
8-5	GREPECAS	A – Safety & GPI 19	Carry out annual SIGMET WV tests, analyze their results and present them at the next AERMETSG Meeting.	B	NOV 2006	Continuous
8-6	GREPECAS	A – Safety D – Efficiency & GPI 19	Develop, in coordination with the Secretariat, the draft Guidance Material for the development of airport emergency plans in case of volcanic eruptions in the CAR/SAM Regions.	B	JUL 2005	MAR 2008
8-7	TOR	A – Safety & GPI 19	Monitor the implementation of the tropical cyclones alert system, in particular the introduction of every 6 hours forecasts.	A	ENE 2007	DEC 2007
8-8	TOR	A – Safety & GPI 19	Monitor the issuance and dissemination of OPMET data, in particular of ISGMET according with CAR/SAM FASID Tables MET 1A and 2B and “global” requirements.	B	MAR 2007	Continuous
8-9	TOR	A – Safety & GPI 19	Monitor OPMET information exchange (METAR/SPECI, TAF and SIGMET in BUFR code).	TBD	TBD	TBD
8-10	GREPECAS	A – Safety & GPI 19	Develop in coordination with the Secretariat the OPMET Guide	B	JUL 2005	MAR 2008
8-11	GREPECAS	A – Safety & GPI 19	Develop a plan for the implementation of migration of OPMET messages in BUFR code, with possibilities of different scenarios for the transition, including a cost-benefit study and its implications.	A	ENE 2007	DEC 2008

- C3 -

No.	Reference	Strategic Objective and GPI	Task	Priority*	Date	
					Start	End
8-12	GREPECAS	A – Safety & GPI 19	Coordinate the OPMET exchange control, analyze the results and present them in the next AERMETSG Meeting.	A	JUL 2006	Continuous
8-13	TOR	A – Safety D - Efficiency & GPI 19	Based on the edition in preparation of Doc 9750 - <i>Global Air Navigation Plan for CNS/ATM</i> , develop MET chapter of the <i>CAR/SAM Regional Plan for the implementation of CNS/ATM systems</i> , Document I.	B	JUN 2006	DEC 2007
8-14	TOR	A – Safety D - Efficiency & GPI 19	Monitor the research and development of MET concept in CNS/ATM field and facilitate the transference of this information and experience among CAR/SAM States.	B	JUL 2005	DEC 2007
8-15	GREPECAS TOR	A – Safety & GPI 19	Identify activities for the implementation of new meteorological services related both to training and application of the new CNS/ATM systems. Provide guidelines.	A	JUL 2005	DEC 2007
8-16	CAR/SAM/3	D - Efficiency & GPI 19	Carry out a study to determine the need for VOLMET services in the CAR/SAM Regions.	B	JUL 2005	DEC 2007
8-17	GREPECAS	A – Safety D - Efficiency & GPI 19	Propose short, medium and long-term measures to satisfy the requirements for MET personnel in the States of the CAR/SAM Regions.	B	ENE 2005	DEC 2007
8-18	GREPECAS TOR	A – Safety D - Efficiency & GPI 19	Update the list of MET deficiencies.	A	JUL 2005	Continuous

3. Composition

Argentina, Bolivia, Brazil, Chile, Colombia, Costa Rica, Cuba, Ecuador, France, Panama, Paraguay, Peru, Spain, United States, Uruguay, Venezuela, COCESNA, IATA, IFALPA and WMO.

4. Chairmanship

Chairman: ~~Mr. Gustavo Flores (Argentina)~~ To be elected in the AERMETSG/9

Vice-Chairman: Will be elected in the AERMETSG/9

- END -

APPENDIX D

TASK FORCE ON VOLCANIC ASH

1. Terms of Reference

- a) Implementation of the international airways volcano watch (IAVW) and the tropical cyclone alert system.

2. Work Programme

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
	IAVW Implementation			
4	Monitor IAVW implementation, in particular the status of the designation of volcano observatories and present the results in terms of percentage of IAVW implementation and of the designation of volcano observatories at the AERMETSG/9.	A	FEB 2001	DEC 2007
5	Carry out annual SIGMET WV tests, analyze their results and present them at the following AERMETSG Meeting.	B	NOV 2006	Continuous
6	Develop, in coordination with the Secretariat, the draft Guidance Material for the development of airport emergency plans in case of volcanic eruptions in the CAR/SAM Regions.	B	JUL 2005	MAR 2008
7	Monitor the implementation of the tropical cyclones alert system, in particular the introduction of every 6 hours forecasts.	A	JAN 2007	DEC 2007

3. Priority

- A** High priority tasks, on which work should be speeded up.
B Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
C Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to priority **A** and **B** tasks.

4. Composition

~~Argentina: Gustavo Flores (*Rapporteur*)~~ To be elected during this meeting.

Chile: Reynaldo Gutiérrez

Colombia: Oscar Bermúdez

Cuba: Guillermo Armengol

Estados Unidos: Steven Albersheim

Paraguay: Roberto Salinas

IATA: Mauricio Morán

APPENDIX E

MET/ATM/OP TASK FORCE ON MET IN THE CNS/ATM CONCEPT

1. Terms of reference

Implementation of the world area forecast system.

2. Work Programme:

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
	WAFS Implementation			
2	Monitor WAFS implementation, in particular States readiness to convert significant weather forecasts (SYGWX) received, into SIGWX in BUFR code and present the results in percentage terms to the AERMETSG/9.	A	FEB 2001	DEC 2007
3	Carry out a survey on ISCS efficacy in order to send it to the focal points and analyze the results to be presented at the AERMETSG/9.	A	FEB 2007	MAY 2007
	MET Requirements in the CNS/ATM concept			
13	Based on the edition in preparation of Doc 9750 - <i>Global Air Navigation Plan for CNS/ATM</i> , develop MET chapter of the <i>CAR/SAM Regional Plan for the implementation of CNS/ATM systems</i> , Document I.	B	JUN 2006	DEC 2007
14	Monitor the research and development of MET concept in CNS/ATM field and facilitate the transference of this information and experience among CAR/SAM States.	B	JUL 2005	DEC 2007
15	Identify activities for the implementation of new meteorological services related both to training and application of the new CNS/ATM systems. Provide guidelines.	A	JUL 2005	DEC 2007
16	Carry out a study to determine the need for VOLMET services in the CAR/SAM Regions.	B	JUL 2005	DEC 2007

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to priority **A** and **B** tasks.

4. Composition

Bolivia:	Aníbal Castro Cárdenas
Brasil:	Martim Roberto Matschinske (MET)
Estados Unidos:	Steven Albersheim
Panamá:	Celestino Lamboglia
Perú:	Baldomero Celis
IATA:	Mauricio Morán (<i>Rapporteur</i>)

APPENDIX F

COM/MET TASK FORCE

1. Terms of reference

Implement the global issuance of operational aeronautical meteorological data (OPMET).

2. Work Programme:

TASK NUMBER	TASK DESCRIPTION	PRIORITY	DATE	
			START	END
	OPMET exchange			
8	Monitor the issuance and dissemination of OPMET data, in particular of ISGMET according with CAR/SAM FASID Tables MET 1A and 2B and “global” requirements.	B	MAR 2007	Continuous
9	Monitor OPMET information exchange (METAR/SPECI, TAF and SIGMET in BUFR code).	TBD	TBD	TBD
10	Develop in coordination with the Secretariat the OPMET Guide	B	JUL 2005	MAR 2008
11	Develop a plan for the implementation of migration of OPMET messages in BUFR code, with possibilities of different scenarios for the transition, including a cost-benefit study and its implications.	A	JAN 2007	DEC 2008
12	Coordinate the OPMET exchange control, analyze the results and present them in the next AERMETSG Meeting.	A	JUL 2006	Continuous
	MET Training			
17	Propose short, medium and long-term measures to satisfy the requirements for MET personnel in the States of the CAR/SAM Regions.	B	JAN 2005	DEC 2007
	MET Deficiencies			
18	Update the list of MET deficiencies.	A	JUL 2005	Continuous

3. Priority

- A** High priority tasks, on which work should be speeded up.
- B** Medium priority tasks, on which work should commence as soon as possible, but without detriment to priority **A** tasks.
- C** Tasks of lesser priority, on which work should commence as time and resources allow, but without detriment to priority **A** and **B** tasks.

4. **Composition**

Bolivia:	Javier Günther Vizcarra
Brazil:	Carlos Roberto Henriques
Cuba:	Juan Ayón (<i>Rapporteur</i>)
Panama:	Erick Montero Silvera
United States:	Steven Albersheim
Venezuela:	Ramón Velásquez and Héctor Araujo Lozada (CNS)
IATA:	Mauricio Morán
WMO:	Herbert Pümpel

APPENDIX G

RECOMMENDED MEASURES TO SAVE RESOURCES AND OPTIMISE THE WORK OF THE GREPECAS MECHANISM

1. Establishment of a system whereby the venue of the meetings of GREPECAS and its contributory bodies rotates amongst the States, Territories and International Organizations.
2. Extension of the period between the meetings of GREPECAS and its contributory bodies.
3. Establishment of a three-year meeting venue.
4. Establishment of project management methods.
5. Use of the Internet and teleconferencing.
6. Others.