



International Civil Aviation Organization

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

Fifteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/15)

Río de Janeiro, Brasil, 13 – 17 October 2008

GREPECAS/15 – WP/02

01/08/08

Agenda Item 1: Follow-up on the outcome of the GREPECAS/14 Meeting

1.1 Review of ANC and UIC actions on the GREPECAS/14 Report

REVIEW OF THE ACTIONS OF THE ANC AND UIC ON THE REPORT OF THE FOURTEENTH MEETING OF THE CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS/14)

(Presented by the Secretariat)

SUMMARY

This paper presents the actions taken by the Air Navigation Commission and the Committee on Unlawful Interference on the report of the fourteenth meeting of GREPECAS.

Action by GREPECAS/15 is in paragraph 5.

1. INTRODUCTION

1.1 Following each GREPECAS meeting, the report is first reviewed by the working group of the Air Navigation Commission (ANC) followed by the ANC itself and finally by the Council. During these reviews, the ANC and the Council note the report, make comments thereon and provide guidance to GREPECAS as appropriate. Furthermore, the ANC and the Council may take specific action on certain conclusions contained therein, since the follow-up to some conclusions may require approval by the ANC or the Council. Follow-up actions by the ICAO Secretariat on conclusions and decisions of GREPECAS are then guided by the outcome of the ANC and the Council actions described above.

1.2 However, in accordance with the revised practice, which was introduced in March 2006 (Council Decision 177/14 dated 20 March 2006 refers), PIRG reports will not be presented to the Council unless the Commission deems it necessary for the Council to take action on any of the conclusions or the report. In the case of the GREPECAS/14 Report, as there were no specific items that required Council action, the said report was not submitted to the Council.

1.3 Furthermore, the Council in February 2005, indicated that consideration should be given to referring those parts of future PIRG reports dealing with aviation security to the Committee on Unlawful Interference (UIC) for review, in addition to referring the PIRG reports to the ANC. Consequently, the parts of the GREPECAS/14 Report dealing with aviation security were referred to the UIC for its review.

1.4 This working paper informs GREPECAS of the results of the ANC and the UIC actions on the report of the GREPECAS/14 Meeting, which was held in San José, Costa Rica, from 16 to 20 April 2007. Appendix A to this working paper presents the executive summary of the outcome of the GREPECAS/14 Meeting. The analysis of the conclusions/decisions is at Appendix B. Action by the Commission on selected conclusions and decisions are outlined in the Appendix C, which has been formatted to link the conclusions with the Strategic Objectives of the Organization and the Global Plan Initiatives (GPIs). Six issue forms prepared by the Regional Office were reviewed by the Secretariat and have been placed on the ANC website.

2. ACTION BY THE ANC ON THE GREPECAS/14 REPORT

2.1 The ANC referred the GREPECAS/14 Report to its Working Group on Regional Plans for a detailed review. This review was carried out on 21 November 2007, following which the ANC itself reviewed the GREPECAS/14 Report on 7 February 2008.

2.2 The ANC noted the GREPECAS/14 Report and took specific action on certain conclusions therein, as shown in Appendix C to this working paper. The following are the highlights of the ANC's review:

- a) *Transition to BUFR codes:* In relation to Conclusion 14/21 calling on ICAO to review the plan for the migration of operational meteorological (OPMET) messages from alphanumeric codes to binary universal form for the representation of meteorological data (BUFR) codes, the Commission had already reviewed this aspect on 25 October 2007 and that the Secretariat had suspended its related work pending results of the study by World Meteorological Organization (WMO) Expert Team on the use of Extensible Markup Language (XML).
- b) *Level of protection for rescue and fire fighting services:* The Commission endorsed Conclusion 14/30 regarding the differences between level of protection for rescue and fire fighting services and noted that the subject is already covered under the Aerodrome Panel's work programme concerning rescue and fire fighting.
- c) *Down slope of the runway strip located beyond the levelled portion:* The Commission concurred with the view of GREPECAS in Conclusion 14/34 and requested the Secretary General to study the possibility of developing appropriate provisions governing downward transverse slopes to the segment located beyond the portion levelled in the runway strip as contained in Annex 14 — *Aerodromes, Volume I — Aerodrome Design and Operations*. However, the Commission was informed that this issue was being addressed under the Aerodrome Panel's work programme concerning airport design.
- d) *Aiming point marking stripe widths for runway less than 30m wide:* Recognizing the difficulties being experienced by some States in the CAR/SAM Regions in the aiming point markings stripe widths that overlap with the runway side stripe markings when the runway width is less than 30 m wide, the Commission supported the initiative of GREPECAS in Conclusion 14/35. The Commission was apprised that the Secretariat has already taken up this issue, and is being addressed under the Aerodrome Panel's work programme concerning visual aids for navigation.
- e) *Large height deviations:* The Commission noted with concern that practically all of the ICAO Regions are experiencing large height deviations in the implementation of

reduced vertical separation minimum (RVSM). In this respect, the Commission fully supported the initiative of GREPECAS (Conclusion 14/45 refers) in providing necessary training to its States and called upon ICAO to extend the offer of similar training seminars to all the remaining Regions. Furthermore, the Commission noted that Separation and Airspace Safety Panel (SASP) was developing offset procedures to be used beyond oceanic and remote area where they are currently authorized. These procedures reduce the probability of collisions in situations of vertical overlap due to large height deviations. It may be noted that the third Special Regional Monitoring Agency (RMA) Meeting held in Montreal on 13-15 May 2008 explored the ways to better define and consider LHD in the risk analysis and in the development of remedial actions. Consequently, the Secretariat will introduce explanatory text in the RMA Manual, which is scheduled to be released in February 2009.

- f) *Safety assessment in terminal areas*: Supporting the proposal of GREPECAS for the development of a common methodology for safety assessment in terminal areas, the Commission endorsed Conclusion 14/47 and noted that the task is already under consideration by SASP.
- g) *Catalogue of ATS contingency plans*: Recognizing that the approach of GREPECAS in Conclusion 14/50 is consistent with Strategic Objective E: Continuity — Maintain the continuity of aviation operations, the Commission congratulated GREPECAS on the development of model regional catalogue of air traffic services (ATS) contingency plans and encouraged the States of CAR and SAM Regions to provide their information for incorporation into this new catalogue.

3. ACTION BY THE COMMITTEE ON UNLAWFUL INTERFERENCE ON THE GREPECAS/14 REPORT

3.1 The Committee on Unlawful Interference (UIC), on 17 October 2007, noted the report of GREPECAS/14 Meeting related to aviation security matters, and took specific actions on certain conclusions therein. The following are the highlights of the review by the UIC:

- a) *ICAO machine readable travel documents (MRTDs) training initiative*: The UIC noted that GREPECAS discussed matters regarding training of officials on MRTDs and adopted Conclusion 14/9 calling on ICAO to establish a course on MRTDs for aviation security personnel using TRAINAIR methodology, develop a Security Training Package (STP) for MRTDs before 2010 and support States in the implementation of MRTDs using ICAO standards. Recognizing the needs of the Regions and States, ICAO is in the process of developing a STP with a target date of end of 2008.
- b) *Hold Baggage Screening (HBS) guidance material*: The UIC noted that GREPECAS reviewed the action plan for the negotiation, parts acquisition, maintenance and training in AVSEC screening equipment including HBS issues. The GREPECAS invited ICAO (Conclusion 14/10 refers) to include this material in the new edition of the *Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference* (Doc 8973). Responding to the request of the region and noting that it would also eventually assist other regions, the UIC requested the Secretariat to integrate the guidance material on HBS in Doc 8973.

- c) *Identification of common criteria in quality control programmes:* The UIC was informed that GREPECAS acknowledged that the guidance material for a National Quality Control Programme (NQCP), which will be included in Doc 8973, was sufficient to have States develop their corresponding NQCP. However, the meeting through Conclusion 14/11 called upon ICAO to study the feasibility of implementing a secure website within the existing communication system with the States in order for them to share their Quality Control Programmes with other States. The UIC agreed that ICAO will consider developing such a secure website within the resources allocated in the Business Plan.
- d) *Cargo Security Programme Workshop:* Noting the requirements of GREPECAS as stated in Conclusion 14/12 in terms of developing a National Cargo Security Programme, ICAO has scheduled a Cargo Security Workshop for the States of CAR/SAM Region in 2008. It should be noted that there will be multiple workshops conducted in English and Spanish.

4. **FOLLOW-UP ACTION BY THE SECRETARIAT ON THE GREPECAS/14 REPORT**

4.1 The Secretariat's report on follow-up actions on the GREPECAS/14 Report will be presented to GREPECAS/15 in separate working paper(s).

5. **ACTION BY GREPECAS/15**

5.1 The Meeting is invited to:

- a) note the actions taken by the Air Navigation Commission and Committee on Unlawful Interference on the GREPECAS/14 Report, as outlined in this working paper and, in particular, to Appendix C hereto; and
- b) include the follow-up actions in the work programme of GREPECAS.

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APPENDIX A

**OUTCOME OF THE FOURTEENTH MEETING OF THE 14TH MEETING OF THE CAR/SAM
REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS/14)
(San José, Costa Rica, 16-20 April 2007)**

EXECUTIVE SUMMARY

- 1) The meeting was attended by 82 participants from 21 States and 6 international organizations.
 - 2) A generic document concerning an agreement for the establishment, operation and management of a Regional Multinational Organization (RMO) was adopted and States were called upon to study the document. Also, the formulation of a technical cooperation project for its implementation was agreed upon.
 - 3) A Passenger/Cabin Baggage Screening Seminar/Meeting was proposed to be convened in order to enhance screening techniques skills.
 - 4) The CAR/SAM ANP FASID, Table AOP-1 was agreed to be modified so as to include the rescue and fire fighting (RFF) category and the aircraft type/model.
 - 5) The development of a CAR/SAM Digital VFR Aeronautical Charts project by the end of 2008 was agreed upon.
 - 6) The creation of technical co-operation regional projects in order to assist CARM/SAM States and Territories in implementing the Geographic Information System (GIS) was recommended.
 - 7) The establishment of an action plan for the interface of air traffic management (ATM) automated systems by States, Territories and international organizations in the CAR/SAM Regions was agreed upon, with a recommendation to share best practices and experiences with others.
 - 8) A CAR/SAM Performance-based Navigation (PBN) Roadmap was adopted and States, Territories and international organizations in the CAR/SAM Regions were requested to implement it.
 - 9) A regional agreement for the CAR/SAM air traffic flow management (ATFM) Operational Concept (ATFM CONOPS) was concluded, and it was agreed that States establish a work programme for its implementation.
 - 10) A model Catalogue of CAR/SAM ATS Contingency Plans was adopted.
 - 11) The re-organization of CAR/SAM Regional Work Programmes will be carried out in accordance with ICAO's Strategic Objectives and also on the basis of fulfilling regional performance objectives through the implementation of Global Performance Initiatives (GPIs).
 - 12) In support of interoperability and interconnection of Caribbean MEVA II and South American REDDIG very small aperture terminal (VSAT) networks, the Meeting adopted a memorandum of understanding (MOU) as well as an action plan to implement it.
 - 13) It was agreed that States, Territories, international organizations and airspace users develop a plan for the progressive deactivation of non-directional beacon (NDB) stations.
 - 14) Procedures will be developed for classifying and addressing GREPECAS "U" deficiencies, using the FAST-Track System.
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APPENDIX B

CONCLUSIONS/DECISIONS OF GREPECAS/14

AN ANALYSIS

1. The GREPECAS/14 Meeting developed a total of 64 outputs, comprising 55 Conclusions and 9 Decisions. These 64 outputs can be categorized into two levels of actions. The first level (60 outputs), known as “implementations plans”, calls for action by Headquarters, the Regional Office, States and GREPECAS itself and results in activities that support the implementation of air navigation systems. The second level (4 outputs; Conclusions 14/30, 14/34, 14/35 and 14/47 refer), known as “implementation gaps”, calls for action specifically by Headquarters and results in activities that would involve further development of requisite provisions and guidance material.

2. Out of 64 outputs, 22 (including implementation gaps) were selected for review by the ANC, either due to their importance, or because they call for specific action by ICAO Headquarters. The table in Appendix C containing selected Conclusions/Decisions and findings of the Commission is presented for action by the GREPECAS. Each entry in the attached table has been linked to the Strategic Objectives of the Organization.

APPENDIX C

GREPECAS/14 MEETING CONCLUSIONS/DECISIONS — ACTION TAKEN BY THE AIR NAVIGATION COMMISSION

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
<p align="center">C 14/5 A, D</p>	<p align="center">GENERIC DOCUMENT CONCERNING AN AGREEMENT FOR THE ESTABLISHMENT OF A REGIONAL MULTINATIONAL ORGANIZATION</p>	<p>Whereas the most effective way to implement/consolidate multinational facilities, and manage and provide services is through the implementation of a Regional Multinational Organization (RMO), and that this requires a basic reference document to serve as basis for the States/Territories concerned to conduct the necessary studies:</p> <p>a) it is recommended that the States/Territories that are interested in implementing an RMO use the summarized Draft Agreement for the Establishment of a Regional Multinational Organization (RMO) shown in the attached Appendix A, the Draft Agreement for the Establishment, Operation, and Management of an RMO, shown in Appendix B, and the corresponding draft by-laws shown in Appendix C to this part of the Report; and</p> <p>b) the ICAO NACC and SAM Regional Offices are requested to follow-up on action taken by the States with respect to the implementation of an RMO, as appropriate.</p>	<p>Determine States interested in implementing an RMO</p>	<p>ICAO NACC and SAM Regional Office</p>	<p>ICAO State letter</p>	<p>Noted and encouraged the initiative.</p>	<p>Dec. 2008</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/21 E	REVIEW OF THE TRANSITION TO THE BUFR CODE	That ICAO, in order to reduce the possible adverse impact of the transition from the traditional alphanumeric codes to BUFR-coded OPMET messages on the aeronautical community, invite WMO to review, as a matter of urgency, its plans to use BUFR-coded OPMET information.	No action required until the results of the work by the WMO Expert Team on the use of XML are known	ICAO HQ		The Commission (AN Min. 176-4) had already reviewed this aspect and the Secretariat had suspended its related work pending results of the study by WMO Expert Team on the use of XML.	Dec. 2008
C 14/27 E	ATS/AIS/MET/PILOT COORDINATION SEMINAR	That ICAO, in coordination with WMO, organise an ATS/AIS/MET/Pilot Coordination Seminar for the CAR/SAM Regions.	Organize the seminar	ICAO HQ	A coordination seminar	Noted.	Dec. 2008
C 14/28 E	SPECIAL IMPLEMENTATION PROJECT (SIP) FOR THE CAR REGION	That ICAO consider the need of establishing a MET Special Implementation Project for the CAR Region, in order to study and recommend measures for various CAR States/Territories with the purpose of solving specifically the problems affecting MET services. <i>Note: In order to join efforts for proposing solutions to aeronautical meteorology deficiencies, consideration could be given to the possibility of implementing the SIP in coordination with WMO.</i>	Establishment of SIP	ICAO HQ	MET SIP for the CAR Region	Noted and requested the Secretariat to review the proposal in accordance with established practice.	Completed

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/30 A	PROPOSAL TO IDENTIFY POSSIBLE DIFFERENCES BETWEEN THE LEVEL OF PROTECTION FOR RESCUE AND FIRE FIGHTING SERVICES (TABLE AOP-1)	<p>That,</p> <p>a) ICAO study the possibility to modify and incorporate data for Column 3 in the ICAO Air Navigation Plan, Doc 8733, Volume II – FASID, Part III – AOP by including new text that the aircraft type, with its respective model, be used to determine the RFF CAT to be included as an additional data entry. That is, Column 3 will consider two data entries (RFF category and aircraft type/model), not one; and,</p> <p>b) States/Territories review current data in Column 3 in the rescue and fire fighting category, taking into account the type and model of the aircraft.</p>	<p>Modify and incorporate data for Column 3 in the ICAO Air Navigation Plan, Doc 8733, Volume II –FASID</p> <p>Review current data in Column 3</p>	<p>ICAO HQ</p> <p>States/Territories</p>	<p>Adjusted Table AOP-1</p> <p>Corrected information on Column 3 of Table AOP-1</p>	<p>Noted that the subject is already covered under the Aerodrome panel's work programme concerning rescue and fire fighting.</p>	<p>Dec 2008</p> <p>Dec. 2008</p>
C 14/32 A	SEMINAR/WORKSHOP ON AERONAUTICAL STUDIES FOR RESAs, RUNWAY STRIPS AND OBSTACLES	<p>That ICAO:</p> <p>a) encourage CAR/SAM States/Territories to attend the Seminar/Workshop on Aeronautical Studies being planned by the ICAO NACC Regional Office, to serve as a forum to discuss aeronautical studies in the AGA area, mainly regarding RESAs, runway strips and obstacles.</p> <p>b) study the possibility that the first two days of the Seminar/Workshop consider specific problems regarding RESAs and runway strips where specifically permitted by Annex 14.</p>	<p>State/Territory Letters</p>	<p>NACC Office</p> <p>Workshop coordination</p>	<p>Training of airport professionals on aeronautical studies</p>	<p>Noted.</p>	<p>Dec. 2008</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/34 A	DOWN SLOPE OF THE RUNWAY STRIP LOCATED BEYOND THE LEVELED PORTION	That ICAO study the indication of the maximum up and down slope to the segment located beyond the portion leveled in the runway strip, measured in the sense of runway distancing, contained in Annex 14, Volume I, Chapter 3.	Consider revision to standard	ICAO HQ	Revised standard	Noted that the subject is already covered under the Aerodrome panel's work programme concerning airport design.	2009
C 14/35 A	AIMING POINT MARKING STRIPE WIDTHS FOR RUNWAYS LESS THAN 30m WIDE	That ICAO study the standard regarding aiming point marking stripe widths that overlap with the runway lateral stripe when less than 30 m wide.	Consider revision to standard	ICAO HQ	Revised standard	Noted that the subject is already covered under the Aerodrome panel's work programme concerning visual aids for navigation.	2009
C 14/37 A, D	CONSOLIDATION OF THE CAR/SAM DIGITAL VFR AERONAUTICAL CHARTS PROJECT	That ICAO NACC and SAM Regional Offices work in a coordinated manner to achieve the CAR/SAM Digital VFR Aeronautical Charts Project by the end of 2008: a) with PAIGH, in order to foster the production of VFR digital aeronautical charts on a common standards and procedures basis; and b) through the establishment of a technical co-operation programme funding mechanism by ICAO.	Achieve the CAR/SAM Digital VFR Aeronautical Charts	ICAO NACC and SAM Regional Offices	CAR/SAM Digital VFR Aeronautical Charts Project	Noted.	Dec. 2008

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/39 A, D	ACTIONS FOR THE USE OF GEOGRAPHIC INFORMATION SYSTEMS (GIS) IN THE CAR/SAM REGIONS AIM SERVICES	<p>That, taking into account the appropriateness of evolving towards the concept of digital aeronautical information management by electronic means in the CAR/SAM Regions, and that the use of Geographic Information Systems (GIS) could contribute directly and positively with these requirements, by end of 2008:</p> <p>a) CAR/SAM States and Territories consider the implementation of Geographical Information Systems (GIS) in AIM services as automated support for the electronic display of AIP and aeronautical chart information, and take action to permit training of AIS personnel on the practical management of GIS, in order to facilitate the implementation and operation of these systems in their AIS services; and</p> <p>b) the NACC and SAM Regional Offices take the necessary action to consider within relevant regional technical co-operation regional projects, the implementation requirements of Geographic Information Systems (GIS) as automated support for the activities of AIM services in the CAR/SAM Regions, in direct support of CNS/ATM.</p>	Implementation of GIS	States of CAR/SAM Regions	GIS	Noted.	Dec. 2008

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/44 D	ESTABLISHMENT OF AN ACTION PLAN FOR THE INTERFACE OF ATM AUTOMATED SYSTEMS	<p>That CAR/SAM States/Territories/Intl Organizations, formulate an action plan to interface ATM automated systems, which includes:</p> <p>a) the assignment of an expert as point of contact to carry out regional coordination work for the interface of ATM automated systems;</p> <p>b) the analysis of the current service level provided by ATS automated systems, as well as requirements to satisfy future operational applications of the ATM community using the Table of ATS Operational Requirements for Automated Systems, included in Appendix 4B to this part of the Report; and</p> <p>c) document the action plan and share best practices and experiences with other States/Territories/Intl Organizations, as required.</p>	<p>Designate points of contact</p> <p>The analysis of the current service level</p> <p>Develop action plan</p>	<p>States/ Territories/ intl orgs</p> <p>States/ Territories/ intl orgs</p> <p>States/ Territories/ intl orgs</p>	Action Plan for the interface of ATM automated systems	Noted.	Dec. 2008

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/45 D	TRAINING ON THE ANALYSIS OF LARGE HEIGHT DEVIATIONS (LHD)	That, taking into account the need to have qualified experts available to assist in the activities of the GTE, the CAR and SAM States/Territories/Intl Organizations: a) support training on analysis of Large Height Deviations as part of regional activities; b) send technical experts to the training sessions envisaging those experts becoming regular participants of the GTE; and c) that ICAO take the necessary actions to coordinate GTE training sessions in each Region.	Support training Send technical experts to training sessions Coordinate training sessions	States/ Territories/ intl orgs States/ Territories/ intl orgs ICAO NACC and SAM Regional Offices	Experts trained Training sessions State letter	a) Noted. b) Noted. c) Called upon the Secretariat to extend the offer of similar training seminars to all the remaining Regions.	Nov. 2008 Nov. 2008 2009
C 14/46 D	CAR/SAM ROADMAP FOR PBN	That States/Territories and Intl Organizations adopt and apply the CAR/SAM Roadmap for PBN as shown in Appendix XX to this part of the report.	Apply the Road Map for PBN	States/Territories / intl orgs	Harmonized implementation of PBN	Noted.	Short term 2010 Medium term 2011/2015
C 14/47 D	SAFETY ASSESSMENT SEMINARS AND METHODOLOGY	That ICAO: a) promote seminars related to safety assessments, aiming at the preparation of personnel to work in the future PBN implementation; b) encourage safety airspace and separation panel (SASP) to develop a common methodology for safety assessment in terminal areas.	Coordinate safety assessment activities Develop a common methodology for safety assessment in TMA	ICAO NACC and /SAM Regional Offices ICAO HQ	Safety assessment seminars Common methodology for safety evaluations in TMA	a) Noted. b) Called upon the Secretariat to undertake this task through SASP.	Dec 2008 2010

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/49 C, D	ADOPTION OF THE CAR AND SAM ATFM CONCEPT OF OPERATIONS (ATFM CAR/SAM CONOPS)	That the CAR and SAM States/Territories and Intl Organizations: a) adopt the CAR and SAM ATFM Concept of Operations (ATFM CONOPS) shown in Appendix X to this part of the report; and b) establish a work program to enable the implementation of the ATFM CONOPS.	To adopt CAR/SAM ATFM CONOPS To establish a work programme for ATFM implementation	States/ Territories/ intl orgs States/ Territories/ intl orgs	CAR/SAM CONOPS	Noted.	Dec. 2008
C 14/50 D, E	CATALOGUE OF CAR/SAM ATS CONTINGENCY PLANS	That: a) the model Catalogue of CAR/SAM ATS contingency plans, shown in Appendix Y to this part of the report, is adopted; and b) CAR/SAM States/Territories/International Organization send the updated information to ICAO, before 1st July 2007, for its inclusion in said document.	Adoption of Model Catalogue To send information to NACC and SAM Regional Offices	GREPECAS States/ Territories/ intl orgs	Model adopted ATS contingency plan Catalogue completed	Noted, and appreciated the efforts of GREPECAS.	Adopted by GREPECAS in April 2007 Dec. 2008

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/51 D	RE-ORGANIZATION OF THE WORK PROGRAMMES TO SUPPORT THE ATM PERFORMANCE OBJECTIVES FOR THE CAR AND SAM REGIONS	<p>That, to support the evolution from a system-based towards a performance-based approach for the planning and implementation of air navigation infrastructure:</p> <p>a) CAR/SAM States, Territories and International Organizations take the necessary actions to develop and implement national ATM work programmes in accordance with the performance objectives; and</p> <p>b) ICAO continue the coordination to re-organize the CAR/SAM ATM Work Programmes in accordance with the new Global Plan Initiatives (GPI) and to support ICAO Strategic Objectives.</p>	<p>Develop and implement an ATM work programme oriented to performance objectives</p> <p>Reorganize the ATM programme according with the GPIs and ICAO Strategic Objectives</p>	<p>States/ Territories/ intl orgs</p> <p>ICAO NACC and SAM Regional Offices</p>	<p>Harmonized ATM performance objectives implemented</p> <p>ATM work programme aligned with performance objectives and ICAO Strategic Objectives</p>	<p>Noted and requested the Secretariat to continue providing requisite guidance to the Regions for the formulation regional performance objectives.</p>	<p>Dec. 2009</p> <p>Oct. 2008</p>
C 14/52 D	REVIEW FOR THE ADOPTION OF THE MEMORANDUM OF UNDERSTANDING AND IMPLEMENTATION OF THE ACTION PLAN FOR THE MEVA II / REDDIG INTERCONNECTION	<p>That in order to implement the interconnection of the VSAT MEVA II and the organization of the REDDIG networks, the Member States/Territories/International Organizations of these networks:</p> <p>a) study and review the feasibility to adopt the Memorandum of Understanding (MoU); and</p> <p>b) approve and implement the tasks related to the Action Plan presented in Appendix B to this part of the report.</p>	<p>Review and adopt the MoU</p> <p>Implement the Action Plan</p>	<p>States and intl orgs</p> <p>States and intl orgs</p>	<p>Signed MoU</p> <p>Implementation of interconnection</p>	<p>Noted.</p>	<p>March 2008</p> <p>March 2008</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
D 14/55 D	APV I CAPABILITY AS A MINIMUM PERFORMANCE REQUIREMENT FOR THE CAR/SAM REGIONAL SBAS IMPLEMENTATION	That in order to coordinate the initiatives and projects for the SBAS solutions proposed for the CAR/SAM Regions, the CNS Committee must keep in mind that they be capable of achieving at least APV I capability.	Development of SBAS solution	CNS Committee of GREPECAS	SBAS solution	Noted.	Aug. 2008
C 14/56 D	PROGRESSIVE DEACTIVATION OF NDB STATIONS	<p>That in order to develop progressive deactivation of NDB Stations without affecting safety, States, Territories, International Organizations and airspace users:</p> <p>a) analyse the service provided by each NDB station, its function, procedural existence with other aids such as VOR/DME, GNSS-RNAV, as well as the aircraft capacity/development that operate in serviced airspace;</p> <p>b) based on the analysis described in item a) above and in the Table format included in the Appendix AF to this part of the Report, develop a plan for the progressive deactivation of NDB stations; and</p> <p>c) inform the corresponding ICAO NACC or SAM Regional Office regarding their respective plan for the progressive deactivation of NDB stations before 30 November 2007.</p>	Analyse the service provided by each NDB station and develop a plan for the progressive deactivation of NDB stations	States and intl orgs	A plan for progressive deactivation of NDB stations	Noted.	July 2008

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
D 14/57	DEVELOPMENT OF A REGIONAL PLAN FOR THE PROGRESSIVE DEACTIVATION OF NDB STATIONS	That the CNS Committee: a) prepare a regional plan for the progressive deactivation of NDB stations, taking into account the responses received from States, Territories, International Organizations and airspace users, Conclusion 14/X and the Table presented in the Appendix AF to this part of the Report; and b) based on the results of item a) above, propose the corresponding amendments to Table CNS 3 of the FASID.	Prepare a regional plan for the progressive deactivation of NDB stations Proposed amendment	CNS Committee of GREPECAS	NDB stations regional deactivation plan Proposal of amendment	Noted.	Aug. 2008 Dec. 2008
C 14/59 A	NATIONAL COORDINATOR RESPONSIBLE FOR UPDATING THE GREPECAS AIR NAVIGATION DEFICIENCY DATABASE	That, a) the States/Territories designate a National Coordinator responsible for updating the GREPECAS Air Navigation Deficiency Database (GANDD); b) the name, e-mail address, phone and fax numbers, etc., of the National Coordinator be forwarded to the ICAO Regional Offices no later than 31 May 2007; and c) the Regional Offices foster a workshop to train identified National Coordinators, so that they can fully master all aspects concerning the GANDD.	Provide the information to Regional Offices Develop the workshop	States ICAO NACC and SAM Regional Offices	National Coordinator Database Workshop on GANDD	Noted.	March 2008 March 2008

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

A: Enhance Safety - Enhance global civil aviation safety;

B: Security - Enhance global civil aviation security

C: Environmental Protection - Minimize the adverse effect of global civil aviation on the environment

D: Efficiency - Enhance the efficiency of aviation operations

E: Continuity - Maintain the continuity of aviation operations

F: Rule of Law - Strengthen law governing international civil aviation.

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