



**International Civil Aviation Organization**  
CAR/SAM Regional Planning Implementation Group (GREPECAS)  
**Fifteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/15)**  
(Rio de Janeiro, Brazil, 13 to 17 October 2008)

---

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

**1.2 Review of the status of implementation of GREPECAS/14 Conclusions and Decisions**

Presented by the Secretariat

**SUMMARY**

This working paper will analyze the implementation of GREPECAS/14 Decisions and Conclusions, which, for the first time, were included in an Action Plan together with the provisional report of that Meeting.

**1. Background**

1.1 The GREPECAS Procedural Handbook, Section 1/Part 4, establishes that actions taken by the Group shall be recorded in the form of Conclusions and/or Decisions.

1.2 As it will be recalled, GREPECAS/14 first developed an Action Plan including the Conclusions and Decisions adopted, which was presented at the end of the meeting, together with the provisional report. Since GREPECAS had a different procedure to follow-up on actions adopted, which did not include the Decisions, an Action Plan containing pending conclusions up to GREPECAS/13 is being presented separately, to be analyzed under Agenda Item 1.3.

**2. Discussion**

2.1 GREPECAS/14 meeting adopted 64 actions, almost 50% less than the actions traditionally adopted by GREPECAS meetings. This decrease was achieved on the basis of an exhaustive analysis to each of the actions proposed, transforming into paragraphs those that did not comply with the need of being entitled Decision or Conclusion. Of the 64 actions, 55 were Conclusions and 9, Decisions.

2.2 With the aim of working under only one format, the GREPECAS Secretariat has adopted the Action Plan format to provide follow-up to all conclusions pending completion, as is shown in Appendices A and B to WP/4. In this manner, the Meeting may agree that the meeting report on Agenda Items 1.2 and 1.3 be joined under only one item, so as to facilitate follow-up to actions pending implementation. In addition, as of GREPECAS/14 meeting, decisions would be added.

### 3. **Summary of the review of GREPECAS conclusions**

3.1 According to the review carried out by the Secretariat regarding Action Plan implementation, it can be concluded that 30 conclusions and 6 decisions have been completed, as indicated in Tables 1 and 2. In addition, **Appendices A and B** show the detail of all actions completed or valid, respectively.

<b>TABLE 1 – COMPLETED CONCLUSIONS AND DECISIONS</b>
C 14/4, C 14/7, C 14/8, C 14/10, C 14/13, C 14/14, C 14/16, C 14/17, C 14/18, C14/19, C 14/22, C 14/23, C 14/24, C 14/25, C14/26, C 14/31, C 14/33, C 14/41, D 14/42, C 14/43, C 14/44, C 14/45, C 14/46, C 14/47, C 14/48, C 14/49, C 14/50, C 14/52, C 1453, D 14/55, D 14/57 a), D 14/58, C 14/59, D 14/60, D 14/62, D 14/63, C 14/64.
<b>TABLE 2 – VALID CONCLUSIONS AND DECISIONS</b>
D 14/1, C 14/2, C 14/3, C 14/5, C 14/6, C 14/9, C 14/11, C 14/12, C 14/15, C 14/20, C 14/21, C 14/27, C 14/28, C 14/29, C 14/30, C 14/32, C 14/34, C 14/35, C 14/36, C 14/37, C 14/38, C 14/39, C 14/40, C 14/51, D 14/54, C 14/56, D 14/57 b), C 14/61.

### 4. **Action of the GREPECAS**

4.1 The Meeting is invited to:

- a) examine the status of implementation of the Action Plan developed by GREPECAS/14, based on the information contained in Appendices A and B, as well as on tables of paragraph 3.1 above;
- b) decide the actions to be taken based on the review of Appendix B, either re-stating their validity or their follow-up to be carried out by the ICAO Regional Offices for those conclusions of a permanent nature; and
- c) take action on the proposal indicated in paragraph 2.2 above.

-----

## APPENDIX A

## FOLLOW-UP TO GREPECAS/14 COMPLETED CONCLUSIONS/DECISIONS – ACTION PLAN

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/4 A, D	SMS IMPLEMENTATION AND INSTRUCTOR TRAINING COURSES	That the States, when planning SMS implementation: a) assign high priority to the implementation of these programmes; and b) when receiving training on safety management systems through the ICAO training programme, designate instructors to receive training courses with a view to the effective implementation of SMS in keeping with ICAO SARPS.	Follow-up determine States SMS Implementation Plans. 15 Instructors trained in SAM Region; 10 Instructors trained in CAR Region.	CAR/SAM States.	Completed	Determine number of instructors trained.	December 2008
C 14/7(*) B	AVSEC IMPLEMENTATION SURVEY	That ICAO conduct an AVSEC Survey by 1 September 2006, to determine compliance of Annex 17 standards regarding the National Civil Aviation Security Programme, National Aviation Security Quality Control Programme, Cargo Security Programme and Operator Aviation Security.	ICAO State letter.	CAR/SAM States	Completed	AVSEC programmes implementation.	Implemented
C 14/8 B	RECRUITMENT OF AVSEC PROFESSIONALS	That the States: a) review the ICAO prerequisites and forward this information to AVSEC qualified individuals in their administrations; and b) encourage qualified individuals to apply to ICAO to assist other States with the enhancement of their AVSEC Programmes.	An English and Spanish version of the ICAO AVSEC Instructors Certification Course were conducted in the ASTC of Trinidad and Tobago and ISTAC, Quito, Ecuador during 2007 and 2008.	CAR/SAM States ICAO	Completed	ICAO State letter.	Implemented

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

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/10 B	<b>HOLD BAGGAGE SCREENING (HBS) GUIDANCE MATERIAL</b>	That the GREPECAS Secretary forward the technical details related to the functioning of HBS systems and the action plan for negotiation, parts acquisition, maintenance and training in AVSEC screening equipment for consideration for inclusion as guidance material in the Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference (Doc. 8973 - Restricted).	ICAO (SFGM) consider the technical Information related to HBS to be included in the new edition of the Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference (Doc. 8973 Restricted).	GREPECAS ICAO HQ	Completed	Guidance material on HBS for CAR/SAM States.	November 2007 Last quarter 2008
C 14/13 B	<b>PASSENGER/CABIN BAGGAGE SCREENING SEMINAR</b>	That ICAO make the necessary coordination to guarantee the convening of the Passenger/Cabin Baggage Screening Seminar/Meeting to provide States with updated information on screening techniques and advanced technology.	ICAO State invitation letter for the Passenger/Cabin Baggage Screening Seminar/Workshop.	ICAO HQ	Completed	A Passenger/Cabin Baggage Screening Seminar/Workshop has been conducted in Montego Bay, Jamaica, January 2008.	January 2008 Implemented
C 14/14 (*) B	<b>AVSEC POINT OF CONTACT (PoC) NETWORK</b>	That the States: a) review the criteria and designate the appropriate authority to receive and transmit imminent threats to civil air transport operations through this Network; and b) before 30 September 2006, provide ICAO with the Aviation Security Point of Contact (PoC) using the appropriate form.	ICAO State letter	CAR/SAM States	Completed	AVSEC POCs list.	Implemented
C 14/16 A, D	<b>CALL PLAN DIAGRAM OF THE AERODROME VOLCANIC ASH EMERGENCY COMMITTEE</b>	That CAR/SAM States/Territories use the call plan diagram, which includes contact information (name, position, telephone and cellular phone) of all members of the aerodrome volcanic ash emergency committee, as shown in <b>Appendix I</b> to this part of the Report.	ICAO State letter sent on July 2007.	CAR/SAM States	Completed	Aerodrome Volcanic Ash Emergency Committee use of call plan diagram.	March 2008
C 14/17 A	<b>POST-FLIGHT RECORDING AND REPORTING IN THE CAR/SAM REGIONS</b>	That IATA request airlines operating on CAR/SAM air routes to record and report special aircraft observations of pre-eruption volcanic activity, volcanic activity, or volcanic ash clouds on the special volcanic activity air-report (VAR) form, as specified in Annex 3 and PANS ATM, Doc 4444.	ICAO State letter sent on July 2007.	IATA	Completed	Regional record of special volcanic activity air-report.	March 2008

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/18 A	<b>USE OF THE TEMPLATE FOR SIGMET AND AIRMET MESSAGES AND SPECIAL AIR-REPORTS (UPLINK)</b>	That CAR/SAM States/Territories update their procedures in order to make strict use of the template for SIGMET and AIRMET messages and special air-reports (uplink), particularly regarding the location indicator and the name of the FIR/CTA for which the SIGMET is being issued, at the beginning of the second line of the message.	ICAO State letter sent on July 2007.	CAR/SAM States	Completed	Harmonized use of the template for SIGMET and AIRMET messages and special air-reports.	March 2008
C 14/19 A	<b>OPMET EXCHANGE CONTROLS IN THE CAR/SAM REGIONS</b>	That, in order to improve the quality and availability of OPMET information in the CAR/SAM Regions: a) the Brasilia International OPMET Data Bank submit the results of OPMET studies and controls directly to those responsible for OPMET control in the CAR/SAM States/Territories; and b) the States/Territories establish procedures for controlling the quality and availability of OPMET data in their aerodromes.	ICAO State letter sent on July 2007.	CAR/SAM States	Completed	Brasilia OPMET International Data Bank.	December 2007
C 14/22 E	<b>CAR/SAM FASID TABLE MET 1A</b>	That Table MET 1A of the CAR/SAM FASID be amended, deleting column 6 (Areas of Coverage of Charts) and column 7 (AFTN Routing Areas).	State letter sent on September 2007.	ICAO	Completed	Table MET 1A amended.	December 2007
C 14/23 E	<b>AMENDMENT PROCEDURES FOR TAF AND TREND REQUIREMENTS</b>	That, in order to ensure the currency of information related to the provision of TAF and TREND forecasts to be included in the global database, as of March 2007: a) annual consultations with CAR/SAM States/Territories be carried out in March concerning the issuance of TAFs and TRENDS; b) changes be submitted to the AERMETSG and GREPECAS; c) formal consultations and amendments to the CAR/SAM FASID be made annually by November; and d) the Lima and Mexico Offices forward the amendments to the ICAO MET Section for the updating of the global database annually in December, as appropriate	ICAO State letter sent May 2007.	ICAO NACC and SAM Offices	Completed	TAF and TREND forecasts in the global database.	December 2008

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/24 E	<b>CAR/SAM FASID TABLE MET 2A</b>	That: a) CAR/SAM FASID Table MET 2A be amended to only include a URL link to the global database with “Availability of OPMET information (METAR/SPECI and TAF) required in ISCS and SADIS”, placed below the title; and b) a new table with OPMET exchange requirements (METAR/SPECI and TAF) in CAR/SAM States/Territories be included in the CAR/SAM ANP.	Sent on September 2007.	ICAO SAM Office	Completed	Proposal for amendment prepared and circulated.	December 2007
C 14/25 E	<b>CURRENCY OF THE INFORMATION CONTAINED IN THE OPMET DATABASE (METAR/SPECI AND TAF)</b>	That, in order to ensure the currency of the OPMET database (METAR/SPECI and TAF) that needs to be available in ISCS and SADIS, as of March 2007, the Lima and Mexico Offices, on an annual basis, reconfirm with the relevant States/Territories their agreements for the provision of the OPMET data contained in Annex 1 to the SADIS User’s Guide (SUG) on aerodromes not included in Table AOP of the CAR/SAM FASID.	ICAO State letter sent on May 2007.	ICAO SAM Office	Completed	Up-to-date OPMET database.	July 2008
C 14/26 E	<b>CAR/SAM FASID TABLE MET 2B</b>	That, a) Table MET 2B of the CAR/SAM FASID be eliminated; and b) an operational table listing SIGMET exchange requirements in CAR/SAM States/Territories be included as an Appendix to the CAR/SAM SIGMET Guide.	Sent a) on September 2007; b) November 2007.	ICAO SAM Office	Completed	Proposal for amendment prepared and circulated.	a) December 2007 b) March 2008
C 14/31 A	<b>AERODROME CERTIFICATION/ SAFETY MANAGEMENT SYSTEMS (SMS)</b>	That, a) ICAO re-circulate the surveys on Aerodrome Certification/Safety Management Systems (SMS) among States/Territories during the first semester 2007; b) States/Territories duly complete and return the complete surveys on Aerodrome Certification/Safety Management Systems (SMS), as soon as possible, and no later than two months after the circulation date.	a) State letters on SMS implementation were forwarded to States on March 2007 and on aerodrome certification/SMS on June 2007. b) Data are under analysis.	a) NACC and SAM Offices. b) States/ Territories.	Completed	Updated information on Aerodrome Certification and SMS implementation (Identification of training needs).	a) First semester 2007. b) Second semester 2007.

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/33 A	<b>AMENDMENTS TO THE CAR/SAM AIR NAVIGATION PLAN</b>	That Brazil send its request to the ICAO SAM Office, with the necessary complementary data, in accordance with CAR/SAM Air Navigation Plan, Volume II – FASID, Table AOP-1 requirements, in order to circulate the corresponding proposal of amendment.	Letter from the State to the SAM Office.	Brazil	Completed	Amendment to Table AOP-1, FASID disseminated.	First semester 2008
C 14/41 A, D	<b>CAR/SAM FASID TABLE AIS-4</b>	That, in compliance with CAR/SAM/3 RAN Recommendation 12/5, and based on the work carried out on this matter by both NACC and SAM Regional Offices and GREPECAS, and considering also that this is an operational requirement for the CAR/SAM Regions: a) the CAR/SAM States that have not yet done so, send to the ICAO Regional Offices FASID Table AIS-4 as presented in Appendix T to this part of the Report; b) with that information, the ICAO NACC and SAM Regional Offices make the proposal for amendment to incorporate FASID Table AIS-4 - Requirements for Integrated Aeronautical Information Package at International Airports in the contents of Doc 8733, CAR/SAM Air Navigation Plan, Volume II, FASID by the end August 2007; and c) concerned ICAO Regional Offices take the necessary actions in order to ensure that CAR/SAM States comply with maintaining the information of FASID Table AIS-4 duly updated.	State letters sent to the CAR States August 2008.	AIM/SG	Completed	Updated FASID Table AIS-4. Developed proposal for amendment to the Doc 8733.	March 2008
D 14/42 A, D	<b>CHANGE OF NAME OF THE AIS/MAP SUBGROUP TO AERONAUTICAL INFORMATION MANAGEMENT (AIM) SUBGROUP</b>	That, in order to frame it within the conceptual environment of the electronic exchange of digital aeronautical data, the name of the AIS/MAP Subgroup is changed to <b>Aeronautical Information Management (AIM) Subgroup (AIM/SG)</b> , whose terms of reference and work programme are shown in Appendix G to Agenda Item 5.2 of this Report.	Updated work programmes of subgroups and other contributory bodies.	AIM/SG	Completed	AIS/MAP/SG changed to AIM/SG.	April 2007

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/43 D	<b>AGREEMENTS FOR ATM AUTOMATED SYSTEMS INTERFACE</b>	That CAR/SAM States/Territories/International Organizations: a) take into account technical feasibility studies and operational benefits, and coordinate the establishment of bilateral and multilateral agreements for the interface of automated systems between adjacent units; b) use guidance material specified as the “Interface Control Document for Data Communications between ATS Units in the Caribbean and South American Regions (CAR/SAM ICD),” included in Appendix 4A to this part of the Report, keeping in mind that: i) ICAO guidance material contained in said document is applicable at the regional level; ii) material within the document that does not comply with ICAO guidelines, should be used only as reference and would be agreed on a bilateral or multilateral basis as required; and c) the automated facilities that have another interface can use this advantage in order to link their systems under bilateral or multilateral agreements..	a) Establish bilateral and multilateral agreements. b) Use the ICD c) Analysis of other interfaces.	States/Territories/ International Organizations	Completed	Agreements on Interfacing ATS Automated Systems.	

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/44 D	<b>ESTABLISHMENT OF AN ACTION PLAN FOR THE INTERFACE OF ATM AUTOMATED SYSTEMS</b>	That CAR/SAM States/Territories/International Organizations, formulate an action plan to interface ATM automated systems, which includes: a) the assignment of an expert as point of contact to carry out regional coordination work for the interface of ATM automated systems; 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 c) document the action plan and share best practices and experiences with other States/Territories/International Organizations, as required	Designate points of contact. CAR/SAM States have started the development of an action plan. Under the RLA/98/003 Regional TC Project a study is being made to establish the technical bases to implement a initial system interconnecting several automated ATC Centres so as to interoperate ATC applications by exchanging data such as SSR data and FP data. It is expected to expand the system so as to consider applications such as AMHS, AIDC and others.	States/Territories/ International Organizations	Completed	Action Plan for ATM automated systems interface.	GREPECAS/15
C 14/45 D	<b>TRAINING ON THE ANALYSIS OF LARGE HEIGHT DEVIATIONS (LHD)</b>	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/International 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.	CAR/SAM States attended GTE training sessions organized by ICAO among 2007-2008.	a) States/Territories/ International Organizations c) ICAO Regional Offices	Completed	b) Experts trained c) GTE training	a) November 2008 b) November 2008 c) March 2008
C 14/46 D	<b>CAR/SAM ROADMAP FOR PBN</b>	That States/Territories and International Organizations adopt and apply the CAR/SAM Roadmap for PBN as shown in Appendix W to this part of the report.	States have developed a regional action plan for PBN implementation.	States/Territories/ International Organizations	Completed	Harmonized implementation of PBN.	Short term 2010 Medium term 2011/2015

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/47 D	<b>SAFETY ASSESSMENT SEMINARS AND METHODOLOGY</b>	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.	a) To coordinate safety assessment activities. b) To ICAO encourage SASP to develop a common methodology for safety in TMA. CAR/SAM Safety Assessment Courses were carried out in 2006 and 2007. Will be carried out during 2008 a new course with the support of a SIP. SASP took note of the requirement.	a) ICAO Regional Offices b) ICAO HQ	Completed	a) Safety assessment seminars. b) Common methodology for safety evaluations in TMA.	2008
C 14/48 C, D	<b>ATFM OPERATIONAL AGREEMENTS</b>	That CAR and SAM States/Territories/International Organizations, which so require and that have not done so, when reviewing operational bilateral agreements among ATS units include balance measures between demand and capacity not later than 30 November 2007	CAR/SAM States started revision of ATS operational agreements.	States/Territories/ International Organizations	Completed	Demand and capacity balancing measures included in ATS operational agreements.	November 2008
C 14/49 C, D	<b>ADOPTION OF THE CAR AND SAM ATFM CONCEPT OF OPERATIONS (ATFM CAR/SAM CONOPS)</b>	That the CAR and SAM States/Territories and International 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.	a) CAR/SAM ATFM CONOPS adopted. b) Establish a work programme for ATFM implementation An ATFM implementation action plan was adopted.	States/Territories/ International Organizations	Completed	CAR/SAM CONOPS	GREPECAS/15
C 14/50 D, E	<b>CATALOGUE OF CAR/SAM ATS CONTINGENCY PLANS</b>	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.	a) Adoption of Model Catalogue. b) Catalogue of contingency plan Catalogue was updated accordingly.	a) GREPECAS b) States/ Territories/ International Organizations	Completed	a) Model adopted. b) ATS contingency plan catalogue completed.	a) December 2007 b) November 2008

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/52	<b>REVIEW FOR THE ADOPTION OF THE MEMORANDUM OF UNDERSTANDING AND IMPLEMENTATION OF THE ACTION PLAN FOR THE MEVA II / REDDIG INTERCONNECTION</b>	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: a) study and review the feasibility to adopt the Memorandum of Understanding (MoU); and b) approve and implement the tasks related to the Action Plan presented in Appendix B to this part of the report.	Review and adopt the MoU The MoU was reviewed and was sent to the members of MEVA II and REDDIG for its signature. The Action Plan was amended and new items were added related to the implementation.	States and Intl. Organizations	Completed	Signed MoU. Implementation interconnection.	March 2008
C 14/53	<b>UPDATING OF THE AMS AND AMSS REGIONAL PLAN</b>	That ICAO forward the proposal for amendment to the CAR/SAM Regional Plan for the Aeronautical Mobile Service (AMS) and the Aeronautical Mobile Satellite Service (AMSS), included in the Table CNS 2A of the FASID, as presented in Appendix A to this part of the Report.	Proposal for amendment was approved.	ICAO Regional Offices	Completed	Proposal for Amendment to the CAR/SAM Regional Plan.	March 2008
D 14/55	<b>APV I CAPABILITY AS A MINIMUM PERFORMANCE REQUIREMENT FOR THE CAR/SAM REGIONAL SBAS IMPLEMENTATION</b>	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.	Decision adopted.	CNS Committee	Completed	Up-to-date CNS work programme.	August 2008
D 14/57	<b>DEVELOPMENT OF A REGIONAL PLAN FOR THE PROGRESSIVE DEACTIVATION OF NDB STATIONS</b>	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.	a) Decision adopted. a) Developed proposal for amendment.	CNS Committee	a) Completed	a) NDB station deactivation plan. b) Proposal for amendment to FASID Table CNS 3.	November 2008

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
D 14/58	<b>ELIMINATION OF APPENDIX B</b>	That, a) GREPECAS move deficiencies classified as region-wide deficiencies from Appendix B into Appendix A Specific Deficiencies, showing still unresolved deficiencies in association with the specific State/Territory; b) once the action specified in the previous paragraph has been completed, Appendix B be eliminated.	CREPECAS contributory bodies noted conclusion.	ICAO Regional Offices	Completed	Appendix A - Specific Deficiencies updated.	March 2008
C 14/59	<b>NATIONAL COORDINATOR RESPONSIBLE FOR UPDATING THE GREPECAS AIR NAVIGATION DEFICIENCY DATABASE</b>	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.	a) CAR/SAM States have provided the info to the ROs. c) Regional Offices have provided assistance so as States may access to the GANDD.	a) States c) ICAO ROs	Completed	a) National Coordinator Database. c) GANDD national coordinators trained.	December 2007

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
D 14/60	<b>PROCEDURES FOR CLASSIFYING AND ADDRESSING GREPECAS “U” DEFICIENCIES</b>	<p>That,</p> <p>a) the ICAO Regional Offices, in accordance with the Uniform Methodology of the Council, develop procedures for classifying and addressing GREPECAS deficiencies, which should contain at a minimum the following:</p> <p>i) common classification criteria;</p> <p>ii) procedure for using the database;</p> <p>iii) reports on deficiencies to be submitted to GREPECAS;</p> <p>iv) the responsibility of the States for database maintenance;</p> <p>v) the responsibility of the States for presenting action plans to correct deficiencies;</p> <p>vi) the responsibility of the Regional Offices for completing coordination;</p> <p>vii) follow-up of deficiencies, etc.</p> <p>b) the procedures referred to in the previous paragraph be sent to the members of GREPECAS for approval, using the Fast-Track System;</p> <p>c) once the procedures are approved, the Regional Offices apply it to “U” deficiencies contained in the GANDD;</p> <p>d) the Secretary of GREPECAS convene a meeting of the ASB for the first quarter of 2008.</p>	GREPECAS Secretary sent Conclusion ASB/8-2 through GREPECAS fast track mechanism for approval.	Regional Offices	Completed	<p>a) Procedures for classifying and addressing GREPECAS deficiencies</p> <p>b) Updated U deficiencies report.</p>	<p>a) November 2007</p> <p>b) March 2008</p>
D 14/62	<b>TENTATIVE PROGRAMME OF MEETINGS FOR 2008</b>	The tentative programme of meetings for 2008 is approved, as shown in Appendix K to this part of the Report.	Regional Offices have completed the work programme.	ICAO	Completed	GREPECAS work programme.	-----
D 14/63	<b>TERMS OF REFERENCE, WORK PROGRAMME, AND COMPOSITION OF GREPECAS CONTRIBUTORY BODIES</b>	GREPECAS approves the Terms of Reference, Work Programme, and composition of its contributory bodies, as shown in Appendices A to J to this part of the Report.	The Secretary of GREPECAS has disseminated TORs accordingly.	GREPECAS	Completed	GREPECAS Terms of Reference updated.	-----

<b>Conc/Dec Strategic Objective</b>	<b>Title of Conclusion/ Decision</b>	<b>Text of Conclusion/Decision</b>	<b>Follow-up Action</b>	<b>To be initiated by</b>	<b>Status</b>	<b>Deliverable</b>	<b>Target date</b>
C 14/64	WHTI/GEASSA ACTIVITIES	That States/Territories/International Organizations: a) consider GEASSA as an important means for supporting regional technical cooperation; and b) participate in the activities of GEASSA as they deem appropriate.	Regional Offices carried out coordination.	States	Completed	Support to regional technical projects.	-----

-----

## APPENDIX B

## FOLLOW-UP TO GREPECAS/14 VALID CONCLUSIONS/DECISIONS – ACTION PLAN

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
D 14/1 A, D	<b>IMPLEMENTATION OF ALLPIRG/5 CONCLUSIONS BY GREPECAS</b>	That the following conclusions of ALLPIRG/5 be studied by the concerned subgroups, that action be taken to implement them and that the outcome be presented to ensuing GREPECAS meetings: - Conclusions 5/2 and 5/5: AGA/AOP/SG - Conclusions 5/2, 5/4, 5/5, 5/7, 5/8, 5/9, 5/11, 5/13, 5/16 and 5/17: ATM/CNS/SG - Conclusions 5/2 and 5/5: AIS/MAP/SG - Conclusions 5/2 and 5/5: AERMET/SG - Conclusions 5/14 and 5/15: ASB - Conclusions 5/4: IA/TF	Identify projects for implementation. Underway for all GREPECAS and its contributory bodies.	GREPECAS AGA/AOP/SG ATM/CNS SG AIS/MAP/SG AERMET/SG ASB IA/TF	Valid	Updated work programmes of subgroups and other contributory bodies. Develop Implementation projects.	November 2009
C 14/2 A, D	<b>IMPLEMENTATION OF ALLPIRG/5 CONCLUSIONS BY STATES</b>	That States of the CAR/SAM Regions take action to implement the following conclusions of ALLPIRG/5: Conclusions 5/4, 5/5, 5/7, 5/8, 5/9, 5/11, 5/13 and 5/16	Implement conclusions.	CAR/SAM States.	Valid	ICAO State letter.	December 2008
C 14/3 A, D	<b>IMPLEMENTATION OF ALLPIRG/5 CONCLUSIONS BY INTERNATIONAL ORGANIZATIONS</b>	That international organizations take action to implement the following conclusions of ALLPIRG/5: Conclusions 5/2, 5/4, 5/5, 5/7, 5/13 and 5/16	Implement conclusions.	International organizations.	Valid	ICAO State letter.	December 2008

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

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/5 A, D	<b>GENERIC DOCUMENT CONCERNING AN AGREEMENT FOR THE ESTABLISHMENT OF A REGIONAL MULTINATIONAL ORGANIZATION</b>	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: 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 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.	In June 2008 a High Level Experts Meeting on institutional issues (EANA/1) was held in the SAM Region to examine the Generic Document and initiate actions to implement the mechanism for the establishment of the RMO. Only some SAM States expressed interest in implementing an RMO. In this regard, EANA/1 meeting revised GREPECAS Conclusion 14/5 and it is expected to continue with the discussion of the RMO implementation during 2009.	ICAO Regional Office	Valid	ICAO State letter and further ICAO follow-up on States's initiatives.	December 2008
C 14/6 A, D	<b>NEW TECHNICAL COOPERATION PROJECT TO FACILITATE THE IMPLEMENTATION OF A REGIONAL MULTINATIONAL ORGANISATION (RMO)</b>	Based on GREPECAS guidelines for the implementation of multinational facilities, the States interested in implementing RMOs should consider, in coordination with ICAO, the formulation of a technical cooperation project that includes an agreement for its establishment, operation, and management, taking into account the possible objectives contained in Appendix D to this part of the Report.	Interested States in formulating a technical cooperation project. In the SAM Region, EANA/1 meeting (June 2008) requested ICAO to formulate a draft project document.	ICAO Regional Offices	Valid	Draft technical cooperation project document.	May 2009

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/9 B	<b>ICAO MACHINE READABLE TRAVEL DOCUMENT (MRTD) TRAINING INITIATIVE</b>	That ICAO: a) study the possibility of establishing a course for Machine Readable Travel Documents (MRTD) addressed to aviation security personnel using TRAINAIR methodology in coordination with the Security and Facilitation Branch; b) develop an Aviation Security Training Package for MRTD before year 2010 to assist States in implementation; and c) encourage States to support the implementation of MRTD using ICAO standards for effective aviation security counter measures through efficient boundary migratory control, to facilitate the exchange of database information of migratory movements and offer increased reliability in the MRTD control by using biometric information and e-passports.	ICAO Security and Facilitation Guidance Material Section (SFGM) has conducted several conferences regarding MRTD, and plans to have a guidance document by 2010.	ICAO HQ	Valid	Guidance material on MRTD for CAR/SAM States.	January 2010
C 14/11 B	<b>IDENTIFICATION OF COMMON CRITERIA IN QUALITY CONTROL PROGRAMMES</b>	That ICAO 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.	Study feasibility, identify projects and implement conclusion.	ICAO HQ	Valid	Implement a Secure Website to share Quality Control Programmes.	December 2009
C 14/12 B	<b>CARGO SECURITY PROGRAMME WORKSHOP</b>	That ICAO develop a Cargo Security Workshop as a matter of urgency to assist States in the development of their National Cargo Security Programme.	Cargo Security Workshops have been scheduled for 2009 covering all States in the CAR/SAM Regions.	ICAO HQ	Valid	Cargo Security Workshops.	November 2009
C 14/15 A, D, E	<b>REVIEW OF AGREEMENTS BETWEEN CIVIL AVIATION ADMINISTRATIONS AND MET AUTHORITIES IN CAR STATES/ TERRITORIES</b>	That CAR States/Territories that have delegated the provision of aeronautical meteorological services to the national meteorological service review their agreements with the meteorological authorities in order to improve the service and the rate of response to aeronautical meteorology communications received from the NACC Regional Office.	ICAO State letter sent on September 2007;SIP is on-going to improve MET services in CAR Region.	CAR States	Valid	Improve MET services.	March 2009

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/20 E	<b>GLOBAL OPMET DATA CONTROLS</b>	That, in order to improve the reliability of global periodic assessments of OPMET data availability, the SADISOPSG consider the possibility of identifying in Annex 1 to the SADIS User's Guide those aerodromes that issue OPMET data 24 hours a day.	ICAO	SADISOPSG	Valid	SADISOPSG/13 formulated Conclusion 13/7.	May 2008
C 14/21 E	<b>REVIEW OF THE TRANSITION TO THE BUFR CODE</b>	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.	ANC Decision. Letter sent on October 2007 for action.	ICAO HQ	Valid	Pending of the results of the work of the XML/GML.	TBD
C 14/27 E	<b>ATS/AIS/MET/PILOT COORDINATION SEMINAR</b>	That ICAO, in coordination with WMO, organise an ATS/AIS/MET/Pilot Coordination Seminar for the CAR/SAM Regions.	Organize the seminar for November 2008.	ICAO	Valid	Conduct Seminar.	November 2008
C 14/28 E	<b>SPECIAL IMPLEMENTATION PROJECT (SIP) FOR THE CAR REGION</b>	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>	Establish SIP for fourth quarter of 2008.	ICAO	Valid	Conduct SIP.	December 2008

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/29 A	<b>ENGLISH SPEAKING WORKSHOP ON EMERGENCY PLANS AND EMERGENCY OPERATIONS CENTRES (EOC)</b>	That ICAO, a) coordinate the convening of an English speaking workshop on Emergency Plans and Emergency Operations Centres (EOC) in accordance with GREPECAS Conclusion 13/33, to be conducted by the NACC Office, in view that most of their States are English speaking; b) encourage States/Territories to reply to the Survey on Emergency Plans and Emergency Operations Centres and send said information to the ICAO NACC and SAM Regional Offices as soon as possible; and, c) encourage States/Territories and International Organizations to participate in events of this type in a more active manner.	State/Territory Letters were sent regarding a), b) and c).	NACC Office	Valid	Workshop on EMER plans and EOCs.	a) December 2008 b) December 2008
C 14/30 A	<b>PROPOSAL TO IDENTIFY POSSIBLE DIFFERENCES BETWEEN THE LEVEL OF PROTECTION FOR RESCUE AND FIRE FIGHTING SERVICES (TABLE AOP-1)</b>	That, 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, 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.	a) Inter-Office Memorandum b) State/Territory letters	a) ICAO HQ b) States/Territories	Valid	a) Modification of Table AOP-1 b) Corrected information on Table AOP-1 Column 3	a) December 2009 b) December 2009
C 14/32 A	<b>SEMINAR/WORKSHOP ON AERONAUTICAL STUDIES FOR RESAs, RUNWAY STRIPS AND OBSTACLES</b>	That ICAO: 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. 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.	State/Territory letters. Workshop coordination.	NACC Office	Valid	Seminar on AGA aeronautical studies.	December 2009

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/34 A	<b>DOWN SLOPE OF THE RUNWAY STRIP LOCATED BEYOND THE LEVELLED PORTION</b>	That ICAO study the indication of the maximum up and down slope to the segment located beyond the portion levelled in the runway strip, measured in the sense of runway distancing, contained in Annex 14, Volume I, Chapter 3.	Inter-Office Memorandum.	ICAO HQ	Valid	Revised Standard.	December 2009
C 14/35 A	<b>AIMING POINT MARKING STRIPE WIDTHS FOR RUNWAYS LESS THAN 30 m WIDE</b>	That ICAO study the standard regarding aiming point marking stripe widths that overlap with the runway lateral stripe when less than 30 m wide.	Inter-Office Memorandum.	ICAO HQ	Valid	Revised Standard.	December 2009
C 14/36 A, D	<b>REQUIREMENTS FOR THE IMPLEMENTATION OF QUALITY MANAGEMENT SYSTEMS FOR AIM IN THE CAR/SAM REGIONS</b>	That the States and Territories of the CAR/SAM Regions, bearing in mind the advantages offered by the standardized application of guidelines and procedures for the implementation of quality management systems in their AIM services, adopt and apply: a) Part – 4 of the Guidance Manual for the Implementation of an AIM Quality Management System for the CAR/SAM Regions; related to the selection, proficiency, training and qualification for the personnel of the Aeronautical Information Service, as presented in Appendix N to this part of the Report. b) the procedures of verification and validation of aeronautical data contained in Appendix O to this part of the report which will be included in the contents of the Guidance Manual for the Implementation of an AIM Quality Management System; c) the procedures to conduct quality audits in the AIM areas (see Appendix P to this part of the report, in order to ensure the effective development of this process in the CAR/SAM Regions, in accordance with the AIS Quality Guidance Manual; and d) the necessary resources and mechanisms to ensure the activation of a lead auditors team to ensure the performance of quality audits in the AIM services of the CAR/SAM Regions	Letter sent to CAR/SAM States, Territories and International Organizations. Published on the ICAO web site in 2007.	AIM/SG	Valid	Standardized AIM Quality Management Systems for AIM services.	December 2010

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/37 A, D	<b>CONSOLIDATION OF THE CAR/SAM DIGITAL VFR AERONAUTICAL CHARTS PROJECT</b>	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.	a) Some SAM States are to identify projects for implementation. b) Coordination carried out with RO/TC July 2008.	AIM/SG	Valid	Conduct Special Implementation projects for CAR/SAM Digital Charts.	December 2015
C 14/38 A, D	<b>AIP AUDITS ASSISTANT (AAA) PROCESS INTEGRATION IN THE CAR/SAM AIS</b>	That States/Territories/International Organizations: a) consider integrating the AAA, which can be downloaded for free at web page <a href="http://www.eurocontrol.int/aim/public/standard_page/tools_aaa.html">http://www.eurocontrol.int/aim/public/standard_page/tools_aaa.html</a> in the CAR/SAM AIS so as to improve the AIP production process through the assessment and application of AAA during an experimental period; and b) develop a report on its use, shown in the <b>Appendix S</b> to this part of the Report, to be presented to the NACC and SAM Regional Offices by <b>31 January 2008</b> .	Reminder letters sent to States requesting AAA application and to send a report to the ROs on its application. - August 2008.	AIM/SG	Valid	a) improved quality of AIP production. b) implement traceable process for aeronautical information electronic products. c) detect and resolve errors with AIP information (integrity).	March 2009

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/39 A, D	<b>ACTIONS FOR THE USE OF GEOGRAPHIC INFORMATION SYSTEMS (GIS) IN THE CAR/SAM REGIONS AIM SERVICES</b>	<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>	Coordination to be carried out with RO/TC. Develop Special Implementation Projects to conduct training on GIS in CAR/SAM Regions.	AIM/SG	Valid	2007 e-TOD Seminars for CAR and SAM Regions included initial training on GIS. CAR/SAM States implementation of GIS in AIM services.	December 2008

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 14/40 A, D	<b>COMPLIANCE WITH SARPS CONTAINED IN CHAPTER 10 OF ICAO ANNEX 15 (ELECTRONIC TERRAIN AND OBSTACLE DATA)</b>	<p>That, the States and Territories of the CAR and SAM Regions, with a view to ensuring the provision of electronic terrain and obstacle data, take action in order to:</p> <p>a) include in their planning as soon as possible, the implementation of all required procedures to ensure that electronic terrain and obstacle data be provided in the period between 20 November 2008 (Annex 15, 10.6.1.1) and 18 November 2010 (Annex 15, 10.6.1.2), respectively, as established;</p> <p>b) ensure effective compliance of item a), through the establishment of a specialist team in charge of the development of corresponding technical studies on this matter;</p> <p>c) put into practice an action plan oriented to the collection of sets of electronic terrain and obstacle data for their classification, storage and availability in digital databases, in accordance with the contents and structure specified in Appendix 8 to ICAO Annex 15; and</p> <p>d) ensure the effective availability of electronic terrain and obstacle data of the State's national territory through coordination with national geographic institutes to have available aeronautical Visual Flight Charts (VFR), in digital format, at scales between 1:250,000 and 1:1,000,000, respectively.</p>	<p>Follow up to the 2007 eTOD seminars in CAR and SAM first stage through State letters. Develop special Implementation projects.</p>	AIM/SG	Valid	<p>Train AIM experts on e-TOD. Second stage e-TOD Seminar for CAR/SAM Regions.</p>	<p>a) 20 November 2008 and 18 November 2010 b) December 2013 c) December 2013 d) December 2015</p>
C 14/51 D	<b>RE-ORGANIZATION OF THE WORK PROGRAMMES TO SUPPORT THE ATM PERFORMANCE OBJECTIVES FOR THE CAR AND SAM REGIONS</b>	<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. Continue the re-organization of the ATM programme according to the GPIs and ICAO Strategic Objectives.</p>	States/Territories/ International Organizations ICAO Regional Offices	Valid	<p>Harmonize ATM performance objectives. ATM work programme aligned with performance objectives and ICAO Strategic Objectives.</p>	December 2009

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
D 14/54	<b>COMMUNICATION ASPECTS FOR THE MIGRATION TOWARDS THE METEOROLOGICAL MESSAGE EXCHANGE IN BUFR CODE</b>	<p>That the ATN Task Force of the CNS Committee, as well as the COM/MET Task Force of AERMET Subgroup, analyse in detail the following communication aspects considered necessary for the migration towards the meteorological message exchange in BUFR format in the CAR/SAM Regions for possible implementation for the first and second transition stages:</p> <p>a) use of terminals with coding/decoding capacity;</p> <p>b) use of AMHS systems with extended service; and</p> <p>c) develop of an interface control document (ICD) to integrate AMHS and MET systems, establish of standards for presentation systems, specification for the conversion of templates and security aspects.</p>	Decision adopted.	AERMET SG and CNS Committee	Valid. The execution of activities for the migration to the BUFR format were stopped until the ICAO and the OMM complete new guidance of alternative migration format as the XML.	Regional guidance for migration of MET message exchange in BUFR format.	August 2008
C 14/56	<b>PROGRESSIVE DEACTIVATION OF NDB STATIONS</b>	<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>	<p>Not all the States, Territories and International Organizations informed about their plan for the progressive deactivation of NDB.</p> <p>State letter was sent to extend term to 30 September 2008</p>	States and International Organizations	Valid	Progressive deactivation plan of NDB stations.	October 2008

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
D 14/57	<b>DEVELOPMENT OF A REGIONAL PLAN FOR THE PROGRESSIVE DEACTIVATION OF NDB STATIONS</b>	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.	a) Decision adopted. b) Developed Proposal for Amendment.	CNS Committee	a) Completed b) Valid	NDB station deactivation plan. Proposal for amendment to FASID Table CNS 3.	November 2008
C 14/61	<b>ANALYSIS OF RUNWAY END SAFETY AREA (RESA) AND RUNWAY STRIP DEFICIENCIES</b>	a) That States and Territories of the CAR/SAM Regions, as applicable, submit to ICAO Regional Offices, not later than January 2008, for further analysis by the GREPECAS AGA/AOP/SG; i) specific runway ends and/or full runways that are in non-compliance with RESA and/or runway strip SARPs, in order to define possible mitigation alternatives; ii) alternatives that provide resolution of deficiencies with RESA and/or runway strip SARPs; and b) the ICAO Regional Offices send the information referred to in i) and ii) to the AGA/AOP/SG Subgroup so the RESA/Runway Strip Task Force may analyze alternative means to achieve compliance with the respective ICAO standards.	a) States/Territories b) AGA/AOP/SG TF on the subject met in July/August 2007 to discuss and prepare orientation material on this issue. Waiting for State input.	a) States/Territories b) Regional Offices	Valid	Alternatives to resolve RESA and Runway Strip deficiencies.	November 2008