



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)

Rio de Janeiro, Brazil, 13 to 17 October 2008

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

1.3 Review of the status of implementation of GREPECAS outstanding Conclusions

(Presented by the Secretariat)

SUMMARY

This working paper reviews the status of implementation of the conclusions adopted by GREPECAS at its thirteenth meeting, describes the action taken to date, and suggests procedures for consideration by the Group.

1. Introduction

1.1 The GREPECAS Procedural Handbook establishes that the action taken by the Group must be recorded in the form of conclusions and/or decisions.

1.2 It should also be recalled that **Conclusions** refer to matters that, according to the terms of reference of the Group, require direct attention by the States or further action by the Secretary, in keeping with the established procedures; and that **Decisions** refer only to those matters concerning the internal work arrangements of the Group and its contributory bodies.

1.3 Furthermore, according to the Procedural Handbook, the Group, at each of its meetings, should analyse the status of implementation of its conclusions and decisions, in order to keep them updated and at a minimum, based on the progress made. However, at its eleventh meeting, when reviewing Agenda Item 6, GREPECAS agreed that, starting at its twelfth meeting, decisions should not be submitted to GREPECAS and, therefore, only conclusions would be reviewed.

1.4 The ACG/5 meeting approved the new edition of the GREPECAS Procedural Handbook, which established the need to apply a uniform classification to reflect the status of conclusions. In this regard, it decided to use the following standard terminology in all GREPECAS papers and reports:

CLASSIFICATION OF THE STATUS OF IMPLEMENTATION OF GREPECAS CONCLUSIONS
Valid
Completed
Superseded

2. Discussion

2.1 Traditionally, GREPECAS meetings have reviewed the status of implementation of all outstanding conclusions, in consecutive numerical order, including those of an ongoing nature. For purposes of reviewing all of the conclusions at GREPECAS meetings, as well as for their follow-up and implementation, this paper contains two separate appendices. GREPECAS/14 updated the conclusions of the regional mechanism and, in paragraph 6.2 of the corresponding report; it listed the conclusions considered as valid at that time. This working paper contains an analysis of those conclusions. It should be recalled that that same meeting developed an Action Plan, the completion of which will be reviewed under section 1.2 of this same agenda item.

2.2 Accordingly, **Appendix A** contains the conclusions that can be considered as completed or superseded, and **Appendix B** reproduces the valid conclusions, even those containing multiple actions and where at least one of them has not been completed. The Meeting must consider that ongoing conclusions could be followed-up by the Regional Offices as part of their work programme, and that they would inform GREPECAS of any problems for their resolution or any significant changes. The Meeting is expected to confirm the validity of outstanding conclusions, replace them with new ones, or eliminate them, as appropriate.

3. Summary of the review of GREPECAS conclusions

3.1 Based on the review that the Secretariat made of GREPECAS conclusions contained in the aforementioned Appendices A and B, the following tables summarise the results obtained:

Table 1 – Conclusions that have been completed or superseded
C 12/9, C 12/10, C 12/32, C 12/72, C 12/77, C 12/81, C 12/100, C 13/2, C 13/ 33, C 13/40, C 13/45, C 13/61, C 13/68, C 13/71, C 13/75, 13/78, C 13/89 and C 13/92
Table 2 – Conclusions that remain valid
C 10/32, C 12/37, C 12/45, C 12/67, C 12/129, C 13/4, C 13/5, C 13/7, C 13/8, C 13/9, C 13/10, C 13/11, C 13/15, C 13/16, C 13/23, C 13/28, C 13/30, C 13/32, C 13/36, C 13/41, C 13/51, C 13/53, C 13/66, C 13/72, C 13/74, C 13/79, C 13/84, C 13/85, C 13/87 and C 13/95

4. Action by GREPECAS

4.1 The Meeting is invited to:

- a) review the status of implementation of GREPECAS conclusions, based on the information shown in Appendices A and B, and on the tables contained in paragraph 3.1 of this working paper; and
- b) decide on the action to be taken, based on the review of Appendix B, taking into account the update or follow-up of ongoing conclusions by ICAO Regional Offices.

APPENDIX A

REVIEW OF GREPECAS COMPLETED OR SUPERSEDED CONCLUSIONS

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 12/9	IMPLEMENTATION OF SIDs AND STARS	That States/Territories/International Organizations implement standard arrivals and departures (SIDs and STARS) to link origin and destination aerodromes, as well as intermediate airports that make use of CAR/SAM RNAV routes.	Required SIDs and STARS have been implemented in various aerodromes to connect them with RNAV routes. RNAV/GNSS and Basic courses have been coordinated with regional institutions. Superseded by GREPECAS Conclusions 14/46 and 14/51.	ATM Committee	Superseded		GREPECAS/14
C 12/10	USE OF REPORTING POINT AND ATS ROUTE DESIGNATORS	That CAR/SAM Regions States/Territories/International Organizations: a) use only those designators for the identification of reporting points and ATS routes that have been assigned by the corresponding ICAO Regional Office; and b) when one or more designators for the identification of reporting points or ATS routes are deleted, the corresponding Regional Office should be informed, in order to re-incorporate them in the database, and be re-assigned in due time and fashion.	The elaboration of a global level ICARD data base will allow States to select 5 letter codes (5LNC) out of the mentioned data base, limiting the intervention of the respective Regional Offices to the authorization, rejection and/or update of such data base.	ATM Committee	Completed		GREPECAS/14
C 12/32	ADS-B IMPLEMENTATION IN THE CAR/SAM REGIONS	That the States/Territories/International Organizations of the CAR/SAM Regions that plan to implement ADS-B, coordinate with the ICAO NACC and SAM Regional Offices so as to ensure a harmonized implementation of this technology in the CAR/SAM Regions.	CAR/SAM States/ Territories/International Organizations have coordinated with ICAO Regional Offices and this plan has been included as part of the CNS Committee tasks.	States/Territories/ International Organizations	Completed		GREPECAS/14

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 12/72	RUNWAY END SAFETY AREAS (RESA)	That ICAO, a) review and amend, if necessary, the specifications for RESAs, contained in Annex 14, Volume I, to ensure consistency between the definition, SARPs and Guidance Material in both the English and Spanish language versions; and b) clarify the methodology for the provision of RESAs at aerodromes with physical land constraints, described in Section 9, of Attachment A, of Annex 14, Volume I, illustrating the options to be considered in common cases, through the possible introduction of figures.	Waiting for Headquarters' position	AGA/AOP/SG	Completed by GREPECAS/13		
C 12/77	AGA/AOP/SG TRAFFIC FORECAST REQUIREMENTS	That, a) States/Territories obtain from international aerodrome operators the following traffic forecast information for 2005 and 2010: • the critical aircraft types for aerodrome reference code, runway length, airfield pavement strength and the rescue and fire-fighting category; and • the busy hour aircraft movements/operations. b) States/Territories provide the information referred to in a), above, to the ICAO Regional Offices by 31 December 2003; c) ACI provide the same information referred to in a), above, collected from its member airports in the Latin American and Caribbean (LAC) Region to the ICAO Regional Offices by 31 December 2003; and d) ICAO compile, consolidate, review and present the information received to the AGA/AOP/SG/4 Meeting.	None	AGA/AOP/SG	Completed		31 October 2005

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 12/81	LAND USE IN AREAS ADJACENT TO AIRPORTS	<p>That:</p> <p>a) following-up Part c) of the Recommendation 4/14 of the RAN CAR/SAM/3 Meeting, held in Buenos Aires, Argentina, in 1999, ICAO study a proposal for amendment to Annex 14, Vol. I, to incorporate specifications related to land use restrictions in areas adjacent to airports, particularly under the approach and take-off and climb surfaces, taking into account safety, the hazards of developments, occupation density and impact to the public, in order to minimize the severity of an accident occurring during landing and take-off operations; and</p> <p>b) the subject be included in Annex 14 indicating the types of restrictions to be imposed concerning land use in areas adjacent to airports, in order to avoid misinterpretations.</p>	Waiting for Headquarters' position	Waiting for Headquarters' position	Completed by GREPECAS/13		
C12/100	EFFECTIVE IMPLEMENTATION OF THE AIRAC SYSTEM	<p>That the CAR/SAM States/Territories/International Organizations,</p> <p>a) take the relevant measures to enable an effective coordination between the AIS and similar aeronautical services, for an effective AIRAC System implementation;</p> <p>b) develop a procedural manual, establishing the responsibilities and tasks involved in the preparation of the information to be distributed by the AIRAC system, as well as the responsibilities of the AIS regarding the publication of such information;</p> <p>c) request their AIS departments to publish once a year a national AIC with the effective AIRAC dates and stressing the important impact of the system for air navigation safety;</p> <p>d) inform the ICAO NACC and SAM Regional Offices of the measures adopted in relation to the implementation of the AIRAC system no later than 15 December 2004, and</p> <p>e) publish, to the extent possible, aeronautical information introducing changes of great impact to air navigation systems, over 56 days in advance of the date of application; and</p> <p>f) take relevant measures in order to publish on an annual basis an AIC including the application details on the AIRAC system, using the sample provided in the Appendix AN to this part of the report, in support to the effective use of the system.</p>	<p>States/Territories/ International Organizations will follow-up on actions of this Conclusion, on which the AIS/MAP/SG/9 considered to expand the deadline to 31 October 2005. In view of the results obtained, the AIS/MAP/SG/10 proposed a new deadline: 30 August 2008.</p> <p>Only 2 States have not accomplished with AIRAC system. These will be followed as specific cases.</p>	States/Territories/ International Organizations	Completed	States/Territories/ International Organizations. Accomplish and implement AIRAC system.	August 2008

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 13/2	OPERATIONAL SCENARIOS IN THE CAR/SAM REGIONS	That States/Territories/International Organizations: a) consider the appropriate CAR and/or SAM scenarios as potential operational scenarios for the implementation of multinational facilities/services; b) in coordination with the respective ICAO Regional Offices, study the most appropriate mechanisms for the implementation of multinational facilities/services in said scenarios; c) as part of the studies to be carried out by the mechanisms mentioned in b) above, a study which includes cost-benefit analysis be made of the regional multinational organizations best suited to manage the multinational facilities/services; and that d) the Regional Offices report to the GREPECAS mechanism on the progress made in the implementation of this conclusion, so that it can be analyzed by the Institutional Aspects Task Force.	Scenerios has been discussed and defined as per the studies carried out by GREPECAS Institutional Aspects task Force. Based on that it was proceed with the studies of the most appropriate mechanism, as result of that during GREPECAS/14 meeting the Multinational Regional Organization (OMR) was consider the most suitable means to implement multinational systems within the context of the CNS/ATM systems.	States/ICAO	Completed	Scenerios and studies on multinational mechanism. Cost-benefit analysis should be made as part of the studies to implement the multinational systems by the Multinational organizations.	GREPECAS/14
C 13/33	EMERGENCY PLANS AND EMERGENCY OPERATIONS CENTRES (EOC) WORKSHOPS	That ICAO: a) consider coordinating the development of workshops in English and Spanish, related to the minimum requirements of emergency plans and emergency operations centres (EOC) and the corresponding implementation at airports within the NAM/CAR/SAM Regions; b) hold a Spanish language workshop in Santiago, Chile, in 2006, in accordance with the offer made by the Chilean Delegation; and c) urge States/Territories and International Organizations to send participants to the workshop.	CAR/SAM Workshop on Emergency Plans and Emergency Operational Centres (Spanish) was held in Santiago, Chile, from 13 to 17 November 2006. Workshop/Seminar on Emergency Plans and Emergency Operational Centres was held in Tortola, BVI, from 29 September to 3 October 2008 with 36 participants from 7 States, 5 Territories and 1 International Organization.	CAR Region for Workshop in English	Completed	Support States/Territories in the planning and implementation of emergency plans and EOC in international aerodromes, in order to increase aerodromes/aircraft security.	October 2008

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 13/40	SEMINARS ON THE NEW STANDARDS DERIVED FROM THE AMENDMENTS TO ANNEXES 4 AND 15 IN LINE WITH THE DEVELOPMENT OF CNS/ATM SYSTEMS IN THE CAR/SAM REGIONS	That, ICAO NACC and SAM Regional Offices, with the support of the States, organize training seminars on the comprehension and interpretation of the tables of quality requirements for aeronautical data and electronic ground and obstacles data, as well as on any other important topic dealing with the new ICAO standards aimed at the development of aeronautical information management (AIM) in the CNS/ATM environment.	Coordination is being made with ICAO HQ to determine probable dates and sites. On this subject, Seminars have been conducted during 2007 through a SIP for CAR and SAM Regions.	ICAO Headquarters	Completed	Seminars on the comprehension and interpretation of aeronautical information	2007
C 13/45	SPECIAL IMPLEMENTATION PROJECT (SIP) FOR TRAINING IN ELECTRONIC AERONAUTICAL DATA	That, taking into consideration that the AIS/MAP personnel need to obtain greater knowledge on required techniques for the availability and supply of electronic aeronautical data, ICAO NACC and SAM Regional Offices, are urged to promote the development of a Special Implementation Project (SIP), addressed to provide training in the following subjects: a) Geographic Information System (GIS); b) Terrain Digital Models System (TDM); c) Electronic Chart Display and Information Systems (ECDIS); d) platform and tools required for the supply of Electronic Terrain and Obstacles Data; e) electronic aeronautical charts display under a global reach, in direct support of GNSS; and, f) reliable procedures and methods to ensure the quality and integrity of the aeronautical, geographical and geodesic information/data for civil aviation use.	Seminars developed through a SIP for CAR and SAM Regions, were conducted during 2007 on this subject.	ICAO	Completed	Seminars on the understanding and interpretation of aeronautical information management (AIM) and related matters.	---

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 13/61	MEASURES TO REDUCE OPERATIONAL ERRORS IN THE ATC COORDINATION LOOP BETWEEN ADJACENT ACCs	That, taking into account the impact that operational errors in the ATC coordination loop between adjacent ACCs have on safety, the CAR/SAM States/Territories/International Organizations agree: a) to adopt, as a matter of urgency, the appropriate measures described in Appendix AI to this part of the Report, in order to reduce LHDs caused by errors in ATC-unit-to-ATC-unit traffic coordination messages by at least 50% by December 2005, with a view to reaching the optimum operational efficiency; b) to continue with the efforts and programmes in order to reach 100% operational efficiency of their ATC coordination; and c) that ICAO coordinate, assist in, a follow-up the implementation of such remedial action and report the results of the effort to reduce this error to the 6th Meeting of the ATM Committee.	States/Territories/ International Organizations continue to be urged to adopt appropriate measures in order to reduce operational errors. Nevertheless, optimum level has not yet been reached. Superseded by draft Conclusion ATM/6/1 (WP/13 of GRP/15)	States/Territories/ International Organizations	Superseded		GREPECAS/14
C 13/68	ATM CONTINGENCY PLANS FOR THE CAR/SAM REGIONS	That CAR/SAM States/Territories/International Organizations that have not yet done so: a) develop their ATM contingency plans for their airspace under their jurisdiction; b) establish bilateral or multi-lateral agreements with States/Territories/International Organizations responsible for the adjacent airspace, in coordination with the ICAO Regional Offices, in order to develop an ATM Contingency Plan, using the guidelines presented in Appendix AO to this part of the Report; and c) send to the corresponding ICAO Regional Office a copy of their ATM Contingency Plan by 30 June 2006.	CAR/SAM States have elaborated and harmonized their respective contingency plans and pertinent information has been included in the corresponding catalogue	States/Territories/ International Organizations	Completed		GREPECAS/14

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 13/71	UPDATE AND IMPLEMENTATION OF THE VHF, HF AND SATELLITE VOICE COMMUNICATION OF THE AMS AND AMSS PLAN	That States/Territories/International Organizations: a) executing action plans to improve or mitigate the VHF and HF/AMS coverage in their respective airspace, promote their execution by defining an implementation target date, as soon as possible; b) examine and recommend actions to complete the implementation of the required satellite voice communication and if appropriate, propose updating the regional Plan (FASID Table CNS 2A); and c) keep the ICAO NACC or SAM offices informed, as appropriate, on the progress of the actions described in items a) and b) of this Conclusion, so that these actions finalize by 30 May 2006.	States/Territories/ International Organizations have informed ICAO on their plans to improve VHF and HF/AMS coverage as well as the implementation of satellite voice communication. Based on this information, Regional Plan (Table CNS 2A) is being amended.	States/Territories/ International Organizations	Completed	Action plans to improve or mitigate the VHF and HF/AMS coverage.	2008
C 13/75	REQUEST FOR INFORMATION ON PLANS TO IMPLEMENT ATN GROUND-GROUND APPLICATIONS	That, a) based on the Table contained in the Appendix AZ to this part of the Report, the States, Territories and International Organizations, that have not yet done so, provide detailed information on the requirements and plans to implement the ATN ground-ground applications, such as AMHS and AIDC; and b) the replies to the action in item a) above be submitted to the ICAO NACC or SAM offices, as appropriate, so that they be received before 28 April 2006.	Information has been received from States/Territories/ International Organizations and an updated version of Table CNS 1Bb has been concluded by ICAO.	States/Territories/ International Organizations	Completed	Information on implementation plans of ATN ground-ground applications	2008
C 13/78	STRATEGY AND TARGET DATES FOR THE DEPLOYMENT OF ATN IN THE CAR/SAM REGIONS	That States/Territories/International Organizations of the CAR/SAM Regions undertake their activities for the deployment of ATN and its applications in accordance with the target dates and strategy presented in Appendix BA to this part of the Report.	States/Territories/ International Organizations of the CAR/SAM Regions have noted the target dates and strategy for the deployment of ATN. This information is considered in the regional implementation of the system.	States/Territories/ International Organizations	Completed	Strategy for the deployment of ATN	2008

Concl./Dec. Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 13/89	SUPPORT OF STATES IN THE CAR/SAM REGIONS TO THE ICAO POSITION FOR THE ITU WRC-2007	<p>That the Civil Aviation Administrations of the States of the CAR/SAM Regions, that not yet have done it, adopt the following measures to support the ICAO position for the ITU WRC-2007, in order to protect the aeronautical radiofrequency spectrum for radio-communications and radio navigation systems required for current and future safety-of-flight applications:</p> <p>a) designate a focal point or a contact person with the respective national authority of radio-frequency spectrum management, in order to incorporate ICAO position which is presented as the Attachment to States Letter Ref.: E 3/5-05/85, dated 12 August 2005, when developing the State's position for the WRC-07, as well as with ICAO for the coordination of matters related with the mentioned conference;</p> <p>b) participate in an active manner in the preparatory work for the WRC-07 in the CITEL meetings of the Organization of American States (OAS);</p> <p>c) participate in an active manner, whenever possible, in meetings and other activities convened by ICAO regarding the WRC-07; and</p> <p>d) ensure that, to the extent possible, representatives from civil aviation administrations are included in the national delegations to the conference to support ICAO position during the WRC-07.</p>	ICAO's position at the ITU WRC-2007 has been supported by States. Details on the results of this action are included in the report to agenda item 4.3 of CNS/COMM/06 Meeting.	States	Completed	Support to ICAO's position at ITU WRC-2007	June 2007
C 13/92	ACTION FOR RESOLVING URGENT AIR NAVIGATION DEFICIENCIES	<p>That, with a view to resolving air navigation deficiencies, especially those that might have a negative impact on safety, States/Territories/International Organizations that have not yet done so:</p> <p>a) develop and implement an Action Plan for each deficiency, based on the format presented in the Appendix E to this part of the Report, specifying corrective measures, the completion date, and assigning the necessary resources;</p> <p>b) submit the action plan to the ICAO Regional Offices, no later than 30 June 2006, indicating any difficulties encountered;</p> <p>c) consider as a maximum two years (31 December 2007) for the elimination of "urgent" deficiencies, at which point the "last resort action" will be considered (GREPECAS Decision 12/124); and</p> <p>d) make utmost use of the GANDD.</p>	That Regional Offices coordinate with States the formulation of action plans for "U" deficiencies. However, as some inconsistencies could be observed, GREPECAS/14 considered the realization of an extraordinary meeting of the ASB in order to discuss this matter and adopt a homogeneous procedure to be followed for "U" deficiencies.	States	Superseded	Difficulties found in the "U" deficiencies could be observed, leading to review the procedure including its register, as well as the reconfiguration of the GANDD data base (refer to results of GREPECAS/14 and ASB/8).	GREPECAS/14

APPENDIX B

REVIEW OF GREPECAS VALID CONCLUSIONS

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 10/32	<p>UPDATING AND PUBLICATION OF NATIONAL LEGISLATION/ REGULATIONS AUTHORIZING THE USE OF GNSS</p>	<p>That, CAR/SAM States/International Organizations:</p> <p>a) that have not done so yet, publish or update, as soon as possible, an AIC on their legislation/regulation, authorizing the use of GNSS as a primary/supplementary means of navigation for terminal area and en-route operations in their respective airspace, also specifying equipment, certification, and training requirements; and</p> <p>b) that have already established the operational use of GNSS, exchange information on their operational experience with other States/International Organizations in order to enhance the regional knowledge.</p>	<p>Most CAR/SAM States have updated and published their national legislations/regulations concerning the use of GNSS.</p> <p>For the end of 2009, it is foreseen that all CAR/SAM States which have not yet published their national legislations/regulations concerning the use of GNSS will have completed such task.</p>	States/Territories/ International Organizations	Valid	Publication of an AIC about authorization for the use of GNSS for en-route and terminal area operations in all CAR/SAM Regions States/Territories/ International Organizations	2009
C 12/37	<p>IMPROVEMENT OF THE AFTN OPERATION IN THE CAR/SAM REGIONS</p>	<p>That;</p> <p>a) ICAO NACC and SAM Regional Offices, in coordination with the States/Territories/International Organizations, continue their tasks to update the AFTN routing lists according with the amendment to the AFTN Plan; and</p> <p>b) States/Territories/International Organizations involved consider adopting the methods recommended in the Action Plan to improve the AFTN circuits and centres indicated in Appendix N of this part of the Report.</p>	<p>a) CAR and SAM Regions AFTN routing lists have been updated according with the amendments to the AFTN Plan (Table CNS 1A)</p> <p>b) AFTN circuit of Caiman Island with Atlanta has been implemented.</p> <p>As Guyana counts with no AFTN central, AFTN circuits between Georgetown and Caracas and Georgetown and Paramaribo have not been implemented.</p>	ICAO Regional Offices	a) Completed b) Valid	a) AFTN routing list updated. b) Improvement in AFTN circuits and commutation centres listed under Appendix O to the GREPECAS/12 report.	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 12/45	AMENDMENT TO THE “REGIONAL GUIDELINES FOR THE TRANSITION TO THE GLOBAL NAVIGATION SATELLITE SYSTEMS (GNSS)” AND THE “REGIONAL STRATEGY FOR THE INTRODUCTION AND APPLICATION OF NON VISUAL AIDS TO APPROACH, LANDING AND DEPARTURE”	That, a) CAR/SAM States/Territories/International Organizations take into account the new “Regional guidelines for the transition to the global navigation satellite systems (GNSS)” and the “Regional strategy for the introduction and application of non visual aids to approach, landing and departure”, presented in Appendices S and T, respectively; and b) ICAO, amend Attachments H and I to Part IV of Volume I, Basic ANP (Doc. 8733) in conformity with the above indicated new guidelines and strategy.	a) CAR/SAM States/Territories/International Organizations noted the new “regional guidelines for the transition to the global navigation satellite systems (GNSS)” and the “regional strategy for the introduction and application of non visual aids to approach, landing and departure”. b) Current amendment to Volume I of Doc. 8733, specifically the eANP, should be made.	States/Territories/ International Organizations, ICAO Regional Offices	a) Completed b) Valid	Amended “regional guidelines for the transition to the global navigation satellite systems (GNSS)” and the “regional strategy for the introduction and application of non visual aids to approach, landing and departure”.	2008
C12/67	QUALITY ASSURANCE SYSTEMS FOR METEOROLOGICAL SERVICES IN THE CAR/SAM REGIONS	That CAR/SAM States/Territories/International Organizations make utmost efforts to establish quality assurance systems for meteorological services provided in support of international air navigation in the CAR/SAM Regions.		AERMET/SG States	Valid	Implementation of MET QMS	2010
C 12/129	MANAGEMENT AND OPERATION OF THE HUMAN RESOURCES AND TRAINING SUBGROUP	That: a) a task force composed by Brazil, Colombia, Cuba, Jamaica, Venezuela, COCESNA and IFATCA, be created to determine the appropriateness of a human resources and training subgroup and support fund-raising efforts including a possible Regional Technical Co-operation Project aimed at the operation of the HRT/SG Subgroup, and that it submit its findings to the fifth meeting of the Administration Coordination Group (ACG/5), to be held in March 2005; and b) GREPECAS Contributory Bodies place particular attention to Human Resources and Training issues.	State letter to States and International Organizations involved for the creation of the ad-hoc group was sent. To date, no response has been received.	GREPECAS Secretary	Valid		

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 13/4	GUIDANCE MATERIAL FOR CERTIFICATION OF AVSEC PERSONNEL	That ICAO prepares guidance material for certification of AVSEC personnel.	The Secretariat indicated that currently, ICAO is working on the guidance material related with the Aviation Security National Training Programme dealing with the certification of AVSEC personnel	ICAO	Valid		2007
C 13/5	INTERNATIONAL COOPERATION	That: a) Annex 17, paragraph 2.4.5 should be kept as a Recommendation; and b) ICAO develops guidelines for the handling of aviation security information with respect to AVSEC Audits consistent with Annex 17 paragraph 2.4.4.	The eighth edition of Annex 17 including amendment 11 became valid on 1 July 2006. The review of Doc 8973 - Security Manual for Safeguarding Civil Aviation against acts of unlawful interference, will address guidelines for handling aviation security information and quality control, among others, to ensure international cooperation among the contracting States with regard to the several standards of Annex 17.	ICAO/States and Territories	Valid		2007
C 13/7	RISK ASSESSMENT	That ICAO: a) should develop specific guidelines for conducting Security Risk Assessment, similar to those published for MANPADS; and b) develop and deliver Workshops and Seminars on Risk Assessment to States.	ICAO is currently revising the Security Manual (Doc 8973) which will include guidelines for conducting security risk and threats assessment and plans to develop workshops on this subject.	ICAO	Valid		

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 13/8	NATIONAL CIVIL AVIATION SECURITY PROGRAMME	That: a) States which have not done so, implement and update their national civil aviation security programme (NCASP) to incorporate the latest provisions of Annex 17, and Doc 8973 – Security Manual for Safeguarding Civil Aviation Against Acts of Unlawful Interference by 1 March 2006; and b) States identify to ICAO their needs for assistance to review and approve their NCASP.	States in the Region have revised their NCASPs to reflect the latest provisions of Annex 17 and Doc 8973. A survey has also been conducted to determine the compliance level. Additionally, through Phase II of ICAO/Canada Training Awareness Programme in the CAR/SAM Regions called "Counter Terrorism Capacity Building Programme", different workshops are being held for a better awareness and understanding of States on the contents of the National Aviation Security Programme.	ICAO/States	Valid		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 13/9	NATIONAL QUALITY CONTROL AVIATION SECURITY PROGRAMME	<p>That:</p> <p>a) States which have not done so, implement and update their national quality control programme to ensure the effectiveness of its national civil aviation security programme by 1 March 2006;</p> <p>b) States identify to ICAO the need for assistance to revise and approve their national quality control programme;</p> <p>c) ICAO establish a specific workshop on Quality Control (audits) by March 2006</p> <p>d) ICAO develop guidance material for the development and implementation of the Quality Control Programme; and</p> <p>e) ICAO specify the type of AVSEC training required to conduct a Quality Control review.</p>	<p>The review of Doc 8973 - Security Manual for Safeguarding Civil Aviation against acts of unlawful interference will include a guidance model for developing the quality control national programme that the contracting States shall develop. Additionally, since May 2007 and also through the "Counter Terrorism Capacity Building Programme", different workshops will be held for a better awareness and understanding of States on the contents of this programme.</p>	ICAO/States	Valid		2007
C 13/10	CARGO SECURITY PROGRAMME	<p>That:</p> <p>a) States which have not done so, implement and update their national cargo security programme to ensure the implementation of security measures to protect cargo, baggage, mail, and other goods intended for carriage on aircraft to safeguard against acts of unlawful interference by 1 March 2006;</p> <p>b) States identify to ICAO the need for assistance to implement their national cargo programme; and</p> <p>c) ICAO establish a specific workshop for Cargo Security by March 2006.</p>	<p>Some States have revised and implemented their Cargo Security Programmes. Notwithstanding, it is necessary to carry out a survey to determine the compliance level. ICAO plans to develop a Workshop for Cargo Security on 2007-2008. ICAO will perform a survey by 1 October 2007 in order to validate this conclusion.</p>	ICAO/States	Valid		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 13/11	AVSEC TRAINING	That ICAO: a) identify States that are in most in need of formalized AVSEC training; b) establish specific workshops for States identified in a) above; c) establish specific AVSEC topics such as Quality Control and Cargo, for the implementation workshops and seminars; and d) provide one evaluation form to each participant attending a workshop/seminar instead of one per module.	ICAO has held different training workshops on the different AVSEC subjects in order to support training in the Regions.	ICAO	Valid		2007
C 13/15	MANPADS VULNERABILITY ASSESSMENT PROGRAMMES	That: a) States with current MANPADS vulnerability assessment programmes, exchange information; b) States take advantage of the guidance material made available through the Aviation Security ICAO Website; and c) ICAO report to the AVSEC/COMM/5 of the programmes' progress after the annual AVSEC Panel Meeting for 2006.	Some States have exchanged MANPADS vulnerability assessment programme with other States, and others have taken advantage of guidance material. ICAO cannot report on this matter due to a change in dates of the AVSEC Panel Meeting. Update on this subject was presented at the AVSEC/COMM/6 Meeting.	ICAO/States	Valid		AVSEC/COMM/6
C 13/16	COST RECOVERY OF MET SERVICES IN THE CAR/SAM REGIONS	That the States/Territories/International Organizations, in coordination with the aeronautical meteorological authorities: a) establish a method for recovering the costs of aeronautical meteorological services provided in their territory, through the application of charges for air navigation services; and include the cost related to the reception and provision of WAFS products, especially charges for the replacement or improvement of workstations and the WAFS software required for receiving these products in GRIB and BUFR codes, and maintenance of the ISCS1 (VSAT) workstation.	Most CAR/SAM States / Territories have not implemented it.	States/Territories	Valid	Improvements in MET services and facilities.	Depends on States/Territories

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 13/23	DEVELOPMENT OF A GUIDE FOR THE DRAFTING OF EMERGENCY PLANS FOR AERODROMES THAT MIGHT BE AFFECTED BY VOLCANIC ASH IN THE CAR/SAM REGIONS	That the AERMET Subgroup, in coordination with the Secretariat, develops a guide for the drafting of emergency plans for aerodromes that might be affected by volcanic ash in the CAR/SAM Regions.	The draft should be translated into English for revision by English speaking members	AERMETSG and Secretariat	Valid	Guide for the drafting of emergency plans for aerodromes that might be affected by volcanic ash in the CAR/SAM Regions.	Depends on budget availability for translation
C 13/28	GUIDE FOR THE EXCHANGE OF OPMET INFORMATION IN THE CAR/SAM REGIONS	That the AERMETSG Subgroup, in coordination with the Secretariat, develops a Guide for the exchange of OPMET information in the CAR/SAM Regions.	The draft should be translated into English for revision by English speaking members	AERMETSG and Secretariat	Valid	Guide for the exchange of OPMET information in the CAR/SAM Regions	Depends on budget availability for translation
C 13/30	TRAINING ON THE BUFR CODE	That, in order to facilitate the migration from the traditional alphanumerical codes (TAC) to the BUFR code, the WMO, in collaboration with ICAO organize a seminar on the BUFR code and its broadcast, in order to provide training on communication and processing requirements for its implementation in the CAR/SAM Regions.	Suspended until a decision is taken by the appropriate WMO team in coordination with ICAO, regarding the code to be used in the future for OPMET exchange.	RO in coordination with WMO	Valid	Carry out the seminar	TBD
C 13/32	INFORMATION ON CERTIFIED AERODROMES IN AIP	That ICAO consider taking the necessary actions to create a section within the AIP in order to include the information regarding certified aerodromes, all in accordance with paragraph 4.6 of Doc 9774 AN/969 Manual on Certification of Aerodromes, First Edition, 2001, “Promulgation in the AIP of the Certified Status and details of the aerodrome.”	Under study at ICAO Headquarters	ICAO	Valid	Guidelines and/or SARPs	Headquarters has informed about any date on this subject

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 13/36	CLARIFICATION ON THE APPLICATION OF THE EXPRESSION “WHEREVER PRACTICABLE” IN ANNEX 14, VOLUME I	That: a) ICAO clarifies the application of the expression “wherever practicable” mentioned in standards; and b) if possible, indicate some cases where this expression could be applied and/or if this expression is only referred to physical and topographical limitations.	Under study at ICAO Headquarters	ICAO	Valid	Correct interpretation of standards and recommended practices in Annex 14, Vol. I	
C 13/41	NEED TO FURTHER AIS/MAP AUTOMATED SYSTEMS	That, considering the need for CAR/SAM States/Territories/International Organizations to develop automated systems for exchange of information/data and the resulting application of the aeronautical information management concept, GREPECAS consider: a) that automation of AIS services in the CAR/SAM Regions as an urgent matter necessary to make progress in line with developments related to the CNS/ATM elements that are already being implemented in these Regions; and b) urging ICAO to define the global data model for the exchange of aeronautical information as soon as possible.	Update to include defined activities and target dates. Regarding item b), it is expected that ICAO HQ define the exchange model by the second semester of 2007.	ICAO Headquarters	Valid	Guidelines and/or SARPs for the exchange model.	ICAO Headquarters has not yet submitted a specific date
C 13/51	APPLICATION OF THE HUMAN FACTORS PRINCIPLES TO AERONAUTICAL INFORMATION MANAGEMENT	That, considering the evolution of aeronautical information management, its level of automation, its effect on operational procedures, and its direct relevance to flight operations safety, the AIS/MAP Subgroup: a) take the necessary steps to develop human factors principles for aeronautical information management and for their application in the respective AIS/MAP services; b) develop a manual containing guidelines on human factors for aeronautical information management, and an implementation plan, based on the relevant ICAO documentation. The aforementioned manual and plan will be presented to the GREPECAS/14 Meeting; and c) schedule, in coordination with ICAO Regional Offices and the States/Territories and International Organizations, activities aimed at teaching and analyzing the repercussion of human factors on the new air navigation systems.	As a complement, AIS/MAP/SG Decision 10/4 was formulated so that the QM/TF develop guidelines for the application of human factors. AIM/QM/TG/3 developed principles of human factors and the concerning manual, containing guidelines for its application by States/Territories and International Organizations	AIS/MAP/SG	Items a) and b) completed. Item c) valid	AIM Manual on human factors	25 December 2007 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 13/53	<p>INFORMATION REQUEST ON AIRCRAFT CAPABILITY TO OPERATE SSR IN MODE S, ADS AND ADS-B</p>	<p>That ICAO: a) request information from IATA on their airlines members capability to operate with Mode S transponders with elementary and enhanced capacity, as well as with ADS and ADS-B; and b) collect information from the States/Territories/International Organizations on the existing and planned ATC automation systems capabilities to support ADS-B systems.</p>	<p>a) IATA has provided information to ICAO on the capacity of its member airlines to operate with Mode S transponders with an elementary or improved capacity, as well as with ADS and ADS-B; detailed additional information was presented at the sixth meeting of the ATM/CNS/SG CNS Committee. Even more detailed information for the CAR/SAM Regions will be presented by IATA. b) States/Territories/International Organizations information on current and future capacity of ATC automation Systems to support ADS-B is being considered within the automation information being collected.</p>	ICAO	Valid	<p>a) Information on airport capacity to operate Mode S SSR, as well ADS and ADS B. b) Current and future capacity of ATC automation systems.</p>	2009
C 13/66	<p>NATIONAL PLANS FOR ATFM IMPLEMENTATION IN THE CAR/SAM REGIONS</p>	<p>That, in order to achieve an integrated, harmonious and timely implementation, the CAR/SAM civil aviation administrations closely follow-up on the regional development of AFTM and, at the most convenient time, develop a national plan for ATFM implementation compatible with the Caribbean and South American Regions AFTM implementation programmes.</p>	<p>CAR and SAM States are developing their national plans. Nevertheless, this Conclusion can be still considered as valid.</p>	States/Territories/ International Organizations	Valid	Compatible CAR/SAM ATFM national plans	GREPECAS/16

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 13/72	REGIONAL STRATEGY FOR UPDATING EVOLUTIONARY IMPLEMENTATION OF THE AIR-GROUND DATA LINKS PLAN	That, for the evolutionary implementation of air-ground data links, States/Territories/International Organizations: a) carry out activities aimed at the deployment of air-ground data links based on the Regional strategy for updating and implementing the air-ground data links, made up of the Activities Plan and the Programme for the implementation presented in Appendices AW and AX respectively to this part of the Report; b) review and suggest updates to the corresponding parts of the air-ground data link implementation Plan of the CAR/SAM Regions contained in the FASID Table CNS2A based on the Regional strategy mentioned in the above paragraph a); and c) inform the ICAO NACC or SAM Office, before 30 May 2006, the results of the of the actions described in items b) of this Conclusion.	a) Activity is in process. b) and c) The States/Territories/ International Organizations have informed ICAO on their plans to implement air-ground data links and the Plan (Table CNS 2A) has been updated. Follow-up of this plan is included as part of the CNS Committee tasks.	States/Territories/ International Organizations	a) Valid b) and c) Completed	Update and execution of air-ground data links plan.	2010
C 13/74	PROPOSAL OF AMENDMENT TO ATN REGIONAL PLAN	That ICAO consider the amendment to the ATN Regional Plan contained in the FASID Table CNS/1B, by replacing that table format with the following: • Table CNS 1Ba – CAR/SAM regional Plan of ATN routers • Table CNS 1Bb – CAR/SAM regional Plan of ground-ground applications • Table CNS 1Bc – CAR/SAM regional Plan of air-ground applications Note: -The proposed Tables CNS 1Ba and CNS 1Bb formats are shown in Appendices AY and AZ respectively. The Table CNS 1Bc would be developed by the CNS Committee soon.	Table CNS 1B was amended by substitution of this table's format by three tables: Table CNS 1Ba, 1Bb and 1Bc. Table CNS 1Ba and 1Bb were initially completed. Table format for air-ground applications as well as their implementation plans, are still being analyzed for their implementation.	ICAO	Valid	Amendment FASID Table CNS 1B	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 13/79	<p>DEVELOPMENT OF NATIONAL PLANS TO PRIORITIZE THE AMHS AND AIDC IMPLEMENTATION AND CONTRIBUTE TO ATM AUTOMATION</p>	<p>That the States/Territories/International Organizations develop their respective national plans for the prioritization of the AMHS and AIDC implementation, based on the ATN routers table, the ATN ground-ground applications plan, and the regional AMHS addressing plan, and relevant ATN – AMHS regional documentation, also contributing to the progress towards the development of ATM automation supporting air traffic services.</p>	<p>CAR/SAM Region States/Territories/ International Organizations have noted that for the development of their respective national plans it is necessary to prioritize AMHS and AIDC implementation based on the ATN routers tables, the ATN ground-ground applications plan, the AMHS routing plan as well as relevant ATN-AMHS regional documentation. National plans are under development.</p>	<p>States/Territories/ International Organizations</p>	<p>Valid</p>	<p>National plans to prioritize implementation of AMHS and AIDC.</p>	<p>2009</p>

Conc/Dec Strategic Objective	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up Action	To be initiated by	Status	Deliverable	Target date
C 13/84	STUDIES FOR A CAR/SAM REGIONAL SBAS SOLUTION	<p>That, since it is technically and operationally impracticable to extend the existing SBAS systems (WAAS and EGNOS) to the CAR/SAM Regions, according to the studies carried out, States, Territories and International Organizations:</p> <p>a) are urged to continue introducing the GNSS in an evolutionary and coordinated manner, according to the ICAO global plan; conducting the studies for a regional SBAS solution consistent with the requirements and characteristics of the CAR/SAM Regions; and applying other augmentations, also taking into account that added benefits should help to justify the cost of reaching the ultimate goal of migrating to the GNSS once ground-based aids are dismantled;</p> <p>b) are urged to withdraw from the work programmes of projects RLA/00/009 and RLA/03/902 - Phase II, those tasks related to studying the feasibility of extending the current EGNOS and WAAS to the CAR/SAM Regions;</p> <p>c) that participate in regional projects RLA/00/009 and RLA/03/902 under the coordination of the GNSS Task Force, are urged to coordinate their efforts and actions in pro of the study of a SBAS solution; and</p> <p>d) interested in participating in the activities of Project RLA/03/902, are urged to consider the revised quotas for joining this project.*</p> <p>*Note: The revised quotas for States/Organizations to join Phase II of Project RLA/03/902, are based on the following criteria:</p> <p>a) Members of Project RLA/00/009: US\$25,000 b) other States/Organizations: US\$35,000</p>	<p>Actions indicated in Conclusion have been taken:</p> <p>a) and c) activities have been implemented.</p> <p>b) and d) work programmes have been updated according to the indicated; due note has been taken on the referred.</p>	States/Territories/ International Organizations	a) and c) Valid b) and d) Completed	Study for a regional SBAS solution	2011
C 13/85	FOSTER THE USE OF GNSS IN DIVERSE SECTORS OF THE STATES	That States/Territories/International Organizations foster the use of GNSS in diverse sectors of their respective States and disseminate the results of the studies on the solution of SBAS.	Some CAR/SAM Regions States have fostered the use of GNSS for other non aeronautical sectors.	States/Territories/ International Organizations	Valid	Disseminate information to respective sectors	2011
C 13/87	ADS-B TRIALS PROGRAMME IN THE CAR/SAM REGIONS	That, States/Territories/International Organizations, in collaboration with the airspace users, establish and execute an ADS-B trials programme using the available technology and services, aimed at improving the ADS-B knowledge and evaluating the benefits for the Air Traffic Management in the CAR/SAM Regions.	Some CAR/SAM Regions States/Territories/ International Organizations have executed the ADS-B trials.	States/Territories/ International Organizations	Valid	ADS-B trials programme	2009

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C 13/95	REQUEST FOR SUPPORT FROM THE CIVIL AVIATION ADMINISTRATIONS AND ICAO FOR THE GREPECAS MECHANISM	That, in order to be able to continue with the GREPECAS work, addressed towards planning and implementation of air navigation services, safety oversight and aviation safety: a) States, Territories and International Organizations are encouraged to provide resource support as suggested in measures No. 1 and No. 3 described in Appendix A to this part of the Report; and b) ICAO is urged to continue and increase the financial support to GREPECAS.		States/Territories/ International Organizations	Valid		