



**International Civil Aviation Organization**  
CAR/SAM Regional Planning Implementation Group (GREPECAS)  
**First Meeting of the Communications, Navigation and Surveillance / Air  
Traffic Management Subgroup (CNS/ATM/SG/1)**  
(Lima, Peru, 15 to 19 March 2010)

**Agenda Item 1**      **Follow up to valid CNS and ATM-related conclusions and decisions adopted by GREPECAS and reviewed by the ANC. Analysis to the status of CAR/SAM CNS and ATM air navigation deficiencies**

**REVIEW AND UPDATE OF OUTSTANDING GREPECAS CONCLUSIONS/DECISIONS  
CONCERNING THE ATM AND CNS AREAS**

(Presented by the Secretariat)

<b>SUMMARY</b>	
This working paper contains GREPECAS conclusions and decisions in the ATM and CNS areas, indicating the actions taken to date, an updating to their status and other progress achieved. The actions suggested are indicated in section 3 of this working paper.	
<b>References:</b>	
<ul style="list-style-type: none"> <li>• Report of the GREPECAS/15 meeting, Rio de Janeiro, Brazil, 13-17 October 2008;</li> <li>• GREPECAS Procedural Handbook; and</li> <li>• AN-WP/8389 (ANC working Group for Strategic Review and Planning), dated 6 May 2009.</li> </ul>	
<b>Strategic Objectives:</b>	<i>This working paper is related to Strategic objectives A and D.</i>

**1. Background**

1.1      The GREPECAS Procedural Manual stipulates that actions adopted by the Group should be recorded in the form of conclusions and/or decisions. Conclusions concern matters that, according to the terms of reference of the Group, deserve direct attention from the States or require further action by the Secretary, in keeping with established procedures. Decisions refer only to matters concerning internal work arrangements of the Group and its contributory bodies.

1.2      Furthermore, according to the Procedural Handbook, GREPECAS should, at each meeting, review the status of implementation of its conclusions and decisions in order to keep them updated and their number as small as possible on the basis of the progress made, classifying them into valid, finalised or superseded. Therefore, GREPECAS/8 meeting agreed on the need to apply a consistent classification to reflect the status of the conclusions and decisions. In this regard, a decision was made to use the following standard terminology in all GREPECAS papers and reports:

- Valid
- Completed
- Superseded

1.3 It was understood that the conclusion or decision still in force would be considered as valid, the one no longer in force as completed and that replaced, as superseded.

## 2. Discussion

2.1 On the basis of this practice, the GREPECAS Secretariat has requested its contributory bodies to examine the list of GREPECAS conclusions and decisions in their respective areas, in order to keep said information updated.

2.2 Taking into account the regional situation and the action taken by the ICAO Air Navigation Commission (ANC), the **Appendix** to this working paper presents, respectively the valid conclusions and decisions in the ATM and CNS areas, together with comments about the progress made on each.

## 3. Action suggested

3.1 The Meeting is invited to:

- a) take note of the information contained in this working paper;
- b) analyse the proposal to update GREPECAS conclusions in the ATM and CNS areas set forth in the Appendix to this working paper, and make the appropriate changes;
- c) send the proposal for the update of conclusions and decisions to the GREPECAS/16 meeting through the appropriate mechanisms; and
- d) suggest any other action as appropriate.

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## APPENDIX A

### VALID GREPECAS ATM AND CNS CONCLUSIONS/DECISIONS AND ANC ACTION

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 13/53	<b>INFORMATION REQUEST ON AIRCRAFT CAPABILITY TO OPERATE SSR IN MODE S, ADS AND ADS-B</b>	<p>That ICAO,</p> <p>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</p> <p>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>ICAO requested IATA this information, including other avionics equipment.</p> <p>At ATM/CNS/SG/5 meeting, IATA presented preliminary information on the subject.</p> <p>AT SUR/TF/3 meeting, IATA also presented a new format to collect CNS-related avionics information, which includes a global data base on this topic. Once concluded, the information in this data base will provide complete information on the avionics systems installed on board aircraft.</p> <p>RLA/98/003 carried out a study on automation systems in the SAM States and in COCESNA, thus collecting the information required in item b).</p>	ICAO	Information on IATA airlines capability to operate with Mode S transponders, with elementary or enhanced capacity, as well as with ADS and ADS-B. Information on the existing and planned ATC automation systems capabilities to support ADS-B systems in CAR/SAM States/Territories /International Organizations	Not analyzed by the ANC	End of 2010

**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 and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 13/74 D	<b>PROPOSAL OF AMENDMENT TO ATN REGIONAL PLAN</b>	<p>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:</p> <ul style="list-style-type: none"> <li>• Table CNS 1Ba – CAR/SAM regional Plan of ATN routers</li> <li>• Table CNS 1Bb – CAR/SAM regional Plan of ground-ground applications</li> <li>• Table CNS 1Bc – CAR/SAM regional Plan of air-ground applications</li> </ul> <p><i>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.</i></p>	<p>As follow-up to the amendment to the ATN Regional Plan, we have:</p> <p>Table CNS 1Ba – Routers Regional Plan: There is a revised version (June2009).</p> <p>Table CNS 1Bb – CAR/SAM ATN ground ground applications plan: There is a revised version (August 2008).</p> <p>Table CNS 1Bc – CAR/SAM ATN ground air applications plan: there is a format proposal (GREPECAS/14). The ATN regional plan, Tables CNS 1Ba and 1Bb, will be examined/updated in 2010 and the corresponding amendment process will be made.</p> <p>The CAR/SAM ATN ground air applications plan (Table CNS 1Bc) would be ready by CNS/ATM/SG/2 meeting.</p>	ICAO	Amendment to FASID: Tables CNS 1Ba, CNS 1Bb and CNS 1Bc	Not analyzed by ANC	Tables CNS 1Ba and 1Bb are available. Table CNS 1Bc will be available by December 2011

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 13/79 D	<b>DEVELOPMENT OF NATIONAL PLANS TO PRIORITIZE THE AMHS AND AIDC IMPLEMENTATION AND CONTRIBUTE TO ATM AUTOMATION</b>	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>CAR/SAM States/Territories/ International Organizations should note that in the development of their performance based national plans, AMHS and AIDC implementation should be prioritized, on the basis of ATN router tables, ATN ground ground applications plan, the AMHS addressing plan and regional documentation relevant to ATN AMHS.</p> <p>Within the NAM/CAM Regional Air Navigation Performance Based Implementation Plan, regional actions have been developed for AMHS and AIDC implementation. AMHS trials are being planned between United States (FAA) and various CAR/SAM States.</p> <p>Many SAM States have implemented AMHS systems (Argentina, Brazil, Chile, Colombia, Panama and Peru). Implementation plans are scheduled in Guyana (2010), Suriname (2010) and Venezuela (2010). In addition, MoU were drafted for the interconnection between the installed AMHS systems.</p>	States/Territories/ International Organizations	National plans for AMHS and AIDC implementation	Not analyzed by ANC	December 2011
C 13/85 D	<b>FOSTER THE USE OF GNSS IN DIVERSE SECTORS OF THE STATES</b>	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 States/Territories/ International Organizations have promoted the use of GNSS at various sectors in their respective countries. Studies for a SBAS system are under way.	States/Territories/ International Organizations	That States promote, in their different sectors, the use of GNSS, and that they become aware of the results on SBAS augmentation studies.	Not analyzed by ANC	June 2011

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 13/87 D	ADS-B TRIALS PROGRAMME IN THE CAR/SAM REGIONS	<p>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.</p>	<p>Some CAR/SAM States/Territories/ International Organizations have carried out ADS-B trials. In the SAM Region, Chile and Perú have carried out ADS-B tests. In the CAR/NAM Region, tests have been carried out in han realizado ensayos ADS B. En la Cuba, Jamaica, Honduras (COCESNA) and United States.</p> <p>A document on considerations to be taken into account for ADS-B trials has been prepared, and approved by GREPECAS/15.</p> <p>Other trials are scheduled in the short and medium term in the CAR/SAM Regions.</p>	States/Territories/ International Organizations	ADS B trials programme	Not analyzed by ANC	December 2011
C 14/51 A, D	RE-ORGANIZATION OF WORK PROGRAMMES TO SUPPORT ATM PERFORMANCE OBJECTIVES FOR THE CAR/ SAM REGIONS	<p>That to support the transition from a system-based to a performance-based approach for the planning and implementation of air navigation infrastructure:</p> <p>a) CAR/SAM States/Territories/ International Organizations take the necessary action to develop and implement national ATM work programmes in accordance with the performance objectives of the ATM Committee; and</p> <p>b) ICAO continue coordination of the re-organization of CAR/SAM ATM Work Programmes in accordance with the new Global Plan Initiatives (GPIs), and in support of ICAO Strategic Objectives.</p>	<p>ICAO has proposed the performance based approach (PBA) which urges all States to formulate their air navigation national plans under this approach – GREPECAS Conclusion 15/1. Therefore, GREPECAS AGA, ATM, AIS, CNS and MET contributory bodies must reorganize their work programmes to achieve the agreed performance objectives, inasmuch in the ATM area as in other air navigation fields.</p> <p>Reorganize the ATM and CNS programmes in accordance with ICAO GPI and strategic objectives. This will be carried out during CNS/ATM/SG/1 meeting.</p> <p>In the NAM/CAR Regions, the NAM/CAM Regional Air Navigation Performance Based Implementation Plan was agreed upon, with which the terms of reference and work programme of the C/CAR, E/CAR and CA/ANE working groups have been updated in order to apply this approach.</p>	States/Territories/ International Organizations  ICAO NACC and SAM Regional Offices	Implementation of harmonized CAR/SAM ATM performance based objectives.  Alignment of ATM work programme with performance objectives and ICAO strategic objectives.	Took note and requested the Secretariat to continue providing guidelines to the Regions for the formulation of regional performance objectives	<p>a) This item is proposed to be superseded by GREPECAS Conclusion 15/1</p> <p>b) March 2010</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 14/54 D	<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 first and second transition stages:</p> <ul style="list-style-type: none"> <li>a) use of terminals with coding/decoding capacity;</li> <li>b) use of AMHS systems with extended service; and</li> <li>c) development of an Interface Control Document (ICD) to integrate AMHS and MET systems, establish standards for presentation systems and specifications for the conversion of templates and security aspects.</li> </ul>	<p>During GREPECAS/15, it was indicated that ANC, had approved to suspend the migration to BUFR code until studies on XML use of OPMET Exchange are completed by the WMO Group of Experts.</p> <p>In view of this situation, this conclusion is proposed as completed.</p>	ATN/TF and COM/MET/TF	Analysis of communications aspects considered necessary for migration towards the Exchange of meteorological messages in BURF format in the CAR/SAM Regions.	Not analyzed by the ANC	Completed
C 14/56 D	<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> <ul style="list-style-type: none"> <li>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;</li> <li>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</li> <li>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.</li> </ul>	CAR/SAM States/Territories/ International Organizations have informed of their plans for the progressive deactivation of NDB stations	States/Territories/ International Organizations and airspace users	Plans for progressive deactivation of NDB stations	Noted.	December 2008 Completed

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
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.	Taking into account the plan for the progressive deactivation of NDB stations prepared by States/Territories, a CAR/SAM deactivation plan was established, which was included in FASID Table CNS 3, carrying out the corresponding proposal for amendment	GREPECAS CNS Committee	NDB stations regional deactivation plan	Noted.	2009 Completed.
C 15/1 D	<b>DEVELOPMENT OF PERFORMANCE BASED REGIONAL AND NATIONAL PLANS</b>	That, a) GREPECAS develop a performance-based regional plan in accordance with the Global Air Navigation Plan and the Global ATM Operational Concept. This plan should include identification of regional performance objectives and completion of performance framework forms for all air navigation areas such as ATM, CNS, AIM, MET and AGA/AOP; and b) States, Territories and International Organizations, taking into account user needs, develop performance-based national plans in accordance with the regional performance objectives included in the Regional Air Navigation Plan. These national plans should encompass identification of national performance objectives and completion of performance framework forms for all air navigation areas such as ATM, CNS, AIM, MET and AGA/AOP.	Identify regional performance objectives in the ATM and CNS fields.  In 2009, the NACC and SAM Regional Offices held workshops on the elaboration of a national performance framework for air navigation systems.  Within the NAM/CAR working groups, various performance objectives have been identified and extended through the C/CAR and E/CAR working groups, including same in the NAM/CAR Performance Based Air Navigation Implementation Plan (WP/5).  CNS/ATM/SG/1 meeting will present the CAR/SAM performance based ATM transition plan approved by CNS/ATM/SG/5 meeting, in conformity with the Global Air Navigation Plan (WP/6).  Coordination with States/Territories and International Organizations to develop national plan son the basis of regional performance objectives. Many CAR/SAM States have drafted their national plan on the basis of performance objectives.	GREPECAS  States/Territories and international organizations	Performance based Regional AN Plan  Performance based National AN plans	Noted and that GREPECAS and States are requested to take into account the user expectations in the development of performance framework forms.	a) GREPECAS/ 16 b) December 2010

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 15/4 D	<b>D-VOLMET AERONAUTICAL DATA LINK REQUIREMENTS IN THE CAR/SAM REGIONS</b>	That the ICAO NACC and SAM Offices, in coordination with the ICAO SAM Office, amend Part VII Vol. I – ATS of the ANP to reflect the requirement for D-VOLMET aeronautical data link services in the CAR/SAM Regions.	The AERMET/SG, upon analyzing D-Volmet implementation in the CAR/SAM Regions, proposes an amendment in ANP Volume I Basic, Part VII-ATS.	ICAO NACC and SAM RO	Amendment to ANP Vol I – Basic, Part VII-ATS	Not analyzed by the ANC	End of 2010
D 15/34 D	<b>NEW CNS/ATM SUBGROUP</b>	That, in line with GREPECAS efforts to improve the treatment of ATM and CNS matters and the coordination required between these areas to ensure a performance-based approach to planning of a global ATM system, a re-engineering of the ATM/CNS Subgroup be carried out within the GREPECAS mechanism with the creation of the new CNS/ATM Subgroup and Terms of Reference as presented in <b>Appendix G</b> to Agenda Item 5 of this Report.	Coordination between the ATM and CNS Secretariat.  This subject will be dealt with under Agenda Item 3.	GREPECAS Secretariat	New CNS/ATM Subgroup with its terms of reference		March 2010

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 15/35 D	IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN MODEL	<p>Considering that States should take measures to implement the new ICAO flight plan model pursuant to Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), and in order to establish a regional strategy to facilitate global implementation of this amendment that:</p> <p>a) based on the guidance material to be prepared by ICAO, CAR/SAM States/Territories and International Organizations take the necessary measures to prepare for the transition to the new flight plan model; and</p> <p>b) the Subgroup establish a contributory body to develop a regional strategy for the transition to the new flight plan model in the CAR/SAM Regions and the provisions associated with ATS messages.</p>	<p>Coordination between ICAO and States/Territories/International Organizations through meetings, missions and letters for the adoption of measures on the transition to the new flight plan.</p> <p>On the basis of directives for the implementation of Amendment No. 1 to PANS-ATM (Doc 4444), 15<sup>th</sup> Edition (ICAO Secretary General State letter AN 13/2.1-09/9) of 6 February 2009) :</p> <p>a) In the CAR Region, the E/CAR/WG elaborated a proposal PFF as an action plan to follow for this transition (further detail in WP/5).</p> <p>b) In the SAM Region, an initial implementation strategy for the transition towards the new flight plan model was drafted. SAM/IG/4 meeting (19-23 October 2009) analyzed this strategy and considered it appropriate. The strategy is presented in WP/17.</p> <p>With these contributions, WP/17 presents the follow up to the implementation of the new flight plan format in the CAR/SAM Regions, with which the meeting 7 meeting should draft a CAR/SAM strategy proposal.</p>	<p>a) CAR/SAM States/Territories and International Organizations</p> <p>b) CNS/ATM/SG</p>	Regional strategy for the implementation of a new ICAO flight plan model	Recognizing that many of the regions are progressing at a different pace for migration to new ICAO flight plan, the Commission reiterated the need for global coordination by ICAO HQ so as to ensure smooth transition at regional and national levels.	<p>a) November 2012</p> <p>b) March 2010</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 15/36 D	<b>MEASURES TO REDUCE OPERATIONAL ERRORS IN THE ATC COORDINATION LOOP BETWEEN ADJACENT ACCs</b>	<p>That taking into account the impact of operational errors in the ATC coordination loop between adjacent ACCs on air operations safety:</p> <p>a) CAR/SAM States/Territories/ International Organizations apply, on an urgent basis among other measures, the programme for the prevention of errors in the coordination loop between adjacent ACCs described in Appendix F to this part of the Report in order to reduce LHDs caused by errors in traffic coordination messages between ATC units to achieve an acceptable target level of safety;</p> <p>b) CAR/SAM States/Territories/International Organizations gradually implement the interface for data exchange among ATC units (AIDC); and</p> <p>c) ICAO coordinate, provides assistance, and conduct follow-up on the implementation of these corrective measures.</p>	<p>Coordination with States by ICAO Regional Offices Lima and Mexico.</p> <p>Various measures have been discussed through CAR and SAM bilateral and multilateral meetings. In addition, the Scrutiny Working Group (GTE) and CARSAMMA carry out bi-annual evaluations of the reported LHDs.</p> <p>The progress made regarding this Conclusion will be discussed under Agenda Item 4, WP/12.</p>	<p>a) and b) States/Territories/ International Organizations</p> <p>c) ICAO</p>	<p>ATC coordination error reduction through:</p> <p>Error-preventing programme in the coordination loop between adjacent ACCs.</p> <p>AIDC Implementation</p>	<p>Noted and supported the idea of remedial actions such as implementation of AIDC. Also, agreed that ICAO should provide all the necessary support to States in the regions to implement the corrective measures.</p>	<p>a) and c) March 2010</p> <p>b) December 2012</p>
C 15/37 D	<b>REVIEW OF THE METHODOLOGY USED FOR SAFETY ASSESSMENT</b>	<p>That ICAO review the methodology used for conducting post RVSM implementation safety assessments considering the fact that type M and N errors identified and used to perform this assessment may not be related to RVSM implementation.</p>	<p>The Air Navigation Commission agreed that the M and N errors should be taken into account in the evaluation of safety.</p>	<p>ICAO Regional Office, Lima</p> <p>ICAO HQ ANB/ATM</p>	<p>Issue form sent to HQ</p> <p>New methodology to assess LHD.M and N errors</p>	<p>Did not agree with the view of GREPECAS and reiterated that the Secretary General should take into account all types of errors in the RVSM airspace, including the M and N during the evaluation of the risk.</p>	<p>Completed</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 15/38 A	NATIONAL PBN IMPLEMENTATION PLANS	<p>That in order to initiate PBN implementation and in accordance with Resolution 36/23, CAR/SAM States/Territories:</p> <p>a) develop their PBN national implementation plans by December 2009, and present them to the corresponding Regional Offices;</p> <p>b) consider using the PBN action plans models presented in Appendix G to this part of the Report as guidance material; and</p> <p>c) designate a Point-of-Contact who will coordinate PBN implementation activities in each State/Territory.</p>	<p>Coordination with States by ICAO Regional Offices Lima and Mexico.</p> <p>Some action plans and tasks have been included within the NAM/CAR performance based air navigation implementation plan. Further details in WP/5. Action plans have been developed for the Central America, Habana, Miami, San Juan, Mexico, Santo Domingo and Piarco FIRS, and PBN procedures have been implemented in various CAR international airports.</p> <p>In the SAM Region, PBN implementation action plans have been drafted. Contact points for the coordination of PBN implementation activities have been assigned. Further detail in WP/7.</p> <p>Argentina, Bolivia, Brazil, Chile, Colombia, Guyana, Paraguay, Peru and Uruguay have presented their national PBN implementation plans, in follow-up to the SAM region al programme.</p>	States	National PBN Implementation Plans using the models provided. Point of contact for each State/Territory	Noted	December 2009
C 15/39 D	ADOPTION OF STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)	<p>That, recognizing that Strategic Lateral Offset Procedures (SLOP) may provide safety enhancements in the CAR/SAM Regions, ICAO take the necessary measures to initiate an amendment to Doc 7030, based on the PANS-ATM (Doc 4444), for the application of SLOP in areas where route separation is at least 30 NM and no ATS surveillance system coverage exists (i.e., radar, ADS-B, etc).</p>	<p>Proposal for amendment on Strategic Lateral Offset Procedures in process and under coordination with ICAO HQ.</p>	<p>ICAO Regional Office, Lima</p> <p>ICAO Regional Office, Lima</p> <p>ICAO HQ ANB/ATM</p>	<p>Issue form sent to HQ</p> <p>Amendment to DOC 7030 concerning Application of SLOP in areas where route separation is at least 30 NM</p>	<p>Agreed with the proposal and requested the Secretary General to take the necessary measures for the application of SLOP in areas where route separation is at least 30 NM</p>	<p>Completed</p> <p>December 2009</p>

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 15/40 D	<b>SEMINAR/WORKSHOP ON THE IMPLEMENTATION OF AIR-GROUND DATA LINKS AND THEIR APPLICATIONS</b>	In order to support the study of a plan to conduct air-ground data links transmission trials and the functionalities or applications implemented through such links, ICAO is urged to organize and conduct a seminar/workshop on this topic the last quarter of 2009.	Event carried out in Santo Domingo, Dominican Republic, 23-27 November 2009, which counted with participation of 70 delegates from NAM/CAR/SAM and EUR States.	ICAO Regional Offices Lima and Mexico	Seminar concluded	Noted and requested the Secretariat to conduct such workshops on a global basis.	November 2009 Completed
C 15/41 D	<b>AMENDMENT TO THE REGIONAL AIR NAVIGATION PLAN – TABLE CNS/3 OF FASID</b>	That ICAO consider amending the format of the Regional Air Navigation Plan FASID Table CNS 3 by adding a new column under GNSS requirements to reflect the planning of ABAS requirements as shown in the Appendix N to this part of the Report.	Activity carried out through the approval of amendment to ANP, Vol II – FASID, Table CNS 3 (July 2009).	ICAO Regional Office, Lima  ICAO Regional Office Lima and  ICAO HQ ANB/CNS	Issue form sent to HQ  Submission of the proposal to HQ  Approved amendment	Concurred with GREPECAS and requested the Secretariat to amend the format of the Regional Air Navigation Plan, FASID, Table CNS 3 accordingly.	Completed
C 15/42	<b>AVAILABILITY OF GNSS RECEIVERS FOR PROJECT RLA/03/902 IONOSPHERIC ANALYSES AND STUDIES</b>	order to support the ionospheric analyses and studies being conducted by project RLA/03/902, CAR/SAM States/Territories/International Organizations are urged to inform ICAO, through their respective Regional Offices <b>no later than 15 July 2009</b> , about the existence and availability of GNSS receivers with an L1 and L2 data collection capability per second, reporting their geographic location and the type of equipment.	Letter to States/Territories and International Organization as to the requirement.	States/Territories/ International Organizations	Information on GNSS receivers with L1 and L2 data collection capacity	Not analyzed by ANC	July 2009 Completed

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 15/43 D	SUPPORT FOR PROJECT RLA/03/902-SACCSA	<p>Bearing in mind:</p> <ul style="list-style-type: none"> <li>that Phase III of SACCSA could provide definitive elements for decision-making by the CAR/SAM Regions with regard to the implementation of SBAS;</li> <li>that the proposed ionospheric studies are of considerable importance for gaining knowledge and characterizing actual behaviour for consequent implementation/planning of the GNSS solution; and</li> <li>the importance of having CAR/SAM States willing to participate in Phase III of RLA/03/902 SACCSA for the efficient completion of the project;</li> </ul> <p>ICAO is requested to circulate, as soon as possible through its Regional Offices, a letter to States/Territories/International Organizations, asking them to identify by 31 December 2008, whether or not they are interested in participating in Phase III of project RLA/03/902 - SACCSA in order to determine those interested in conducting Phase III and making a decision in this regard.</p>	<p>Letter to States/Territories and international organizations requesting information.</p> <p>Letter to States/Territories and international organizations on result of consultation.</p>	ICAO Regional Offices Lima and Mexico	Information from States/ territories and international organizations on their participation in Project RLA/03/902 SACCSA, Phase III	Noted	June 2009 Completed
C 15/44 D	USE OF GNSS IN THE SHORT-TERM	<p>In order to comply with the implementation of the CAR/SAM PBN Roadmap, States/Territories/International Organizations are urged to complete the development and approval of GPS-based NPA operations, establishing regulations and procedures (NOTAM, AIC, etc.) for the use of RAIM GPS and Baro-VNAV GPS in the short-term.</p>	<p>Letter to States/Territories, meetings and missions.</p> <p>These considerations have been included in the objectives of the NAM/CAR performance based Air Navigation Plan and in the SAM PBN implementation action plans.</p> <p>The CAR/SAM Regions have drafted Advisory Circulars (AC) relative to aircraft and user approval for RNAV 10 operations (named and authorized as RNP 10), RNAV 5, RNAV 1, RNAV 2, basic RNP 1, RNP APCH, RNP AR APCH and APV/baro-VNAV.</p>	States/Territories and International Organizations	Approval of GPS based NPA operations	Not analyzed by the ANC	December 2010

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
C 15/45 D	<b>REVIEW OF THE PLAN FOR THE PHASE-OUT OF NDB STATIONS</b>	That States/Territories/International Organizations review and complete the information contained in the Regional Plan for the Phase-out of NDB Stations in the CAR and SAM Regions that appears in <b>Appendix O</b> to this part of the Report and send missing information to the respective ICAO Regional Offices before <b>15 July 2009</b> .	Letter to States/Territories/ International Organizations	States/Territories/ International Organizations	Complete NDB deactivation regional plan	Not analyzed by ANC	July 2009 Completed
C 15/46 D	<b>CAR/SAM REGIONAL ACTION FOR THE PREPARATION AND SUPPORT OF THE ICAO POSITION FOR WRC-11</b>	That CAR/SAM States and International Organizations, in preparation and support of the ICAO position for the ITU World Radio Communication Conference – 2011 (WRC-11): a) support and follow-up on the work of ICAO to prepare and update its position for WRC-11; b) appoint a focal point or a contact person to serve as a liaison with ICAO and with the national radio frequency spectrum management authority to coordinate matters concerning WRC-11; c) participate actively in the Organization of American States (OAS) CITELE meetings in preparation for WRC-11; d) participate actively in any meetings and seminars convened by ICAO to explain and analyze the position of this organization for WRC-11; e) participate actively in WRC-11 in support of the ICAO position; and f) recommend and implement other appropriate measures.	Letter to States/ Territories and International organizations.  Within the NAM/CAR performance based Air Navigation Plan, a new performance objective has been included for the follow-up of this task.  In the SAM Region, an action plan to prepare for the ICAO position at WRC-12 has been prepared.  Also, CAR/SAM contact points have been assigned.  The Regional NAM/CAR/SAM Preparatory Meeting (RNCSPM) for ITU WRC-2012 will be carried out in Mexico City, Mexico, from 21 to 22 April 2010, which will count with the presence of the Secretariat of the Aeronautical Communications Panel (ACP) Working Group F (ACP-WG/F).	States/Territories/ International Organizations	a) Support from States and international organizations on the ICAO position at WRC-11 through submission of progress reports. b) Nominate focal points for WRC-2012 c) Active participation in CITELE meetings. d) Active participation in ICAO meetings on WRC-2012. e) Participate in WRC-2012. f) Recommend other measures.	Noted and requested the Secretary General to urge States to continue to participate at various levels in different fora to provide support for the ICAO position.	WRC-2012

Conc/Dec and Strategic Objective(s)	Title of Conclusion/ Decision	Text of Conclusion/Decision	Proposed Follow-up	Responsibility	Deliverable	Action by ANC	Reporting/ Completion Date
D 15/49 D	<b>ASPECTS TO BE CONSIDERED IN DEVELOPING THE WORK PROGRAMMES OF GREPECAS CONTRIBUTORY BODIES</b>	<p>That, in developing the work programmes of the GREPECAS contributory bodies, the following aspects be considered:</p> <p>a) the related strategic objective;</p> <p>b) the contribution made to achieve that strategic objective;</p> <p>c) other relevant tasks in the overall programme of GREPECAS contributory bodies;</p> <p>d) the relationship to the Regional Air Navigation Plan and/or SARPs implementation; <i>Note: Until the new Regional Air Navigation Plan is developed, GREPECAS Contributory Bodies should refer tasks to Global Plan Initiatives (GPIs).</i></p> <p>e) detail specific deliverables into the work programme in order to clarify understanding of the expected results; and</p> <p>f) identify the completion date of the task.</p>	<p>The work programmes of the former ATM/CNS/SG and its ATM and CNS Committees, as well as of its task forces, have taken under consideration the aspects indicated in this Decision.</p> <p>The drafting of the new Subgroup's work programme, as well as of the contributory bodies that might be established, will take into account these aspects.</p>	CNS/ATM/SG	Work programme of CNS/ATM/SG and of possible contributory bodies to be established through the inclusion of the aspects indicated in this Decision.	Not analyzed by the ANC	March 2010
D 15/53 D	<b>NEW FORMAT FOR GREPECAS CONTRIBUTORY BODIES WORK PROGRAMME</b>	<p>That GREPECAS contributory bodies:</p> <p>a) use the format included as Appendix H to this part of the Report to present their work programmes to GREPECAS; and</p> <p>b) use the format included as Appendix I to this part of the Report to be reviewed by the ACG.</p>	The format in Appendices H and I will be used to represent the work programme to GREPECAS and ACG, respectively.	CNS/ATM/SG Secretariat	CNS/ATM/SG work programme	Not analyzed by the ANC	March 2010