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WORKING PAPER

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**Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/5)**

Port-of-Spain, Trinidad and Tobago, 28 to 30 April 2014

Agenda Item 5: Air Navigation

**5.1 CAR/SAM Regional Planning and Implementation Group
(GREPECAS)**

CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS)

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents the results of the GREPECAS/16 Meeting, in particular the new organization and work methodology adopted by GREPECAS, and urges States/Territories/International Organizations to implement the valid conclusions as required.	
Action:	Described in Section 3
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Economic Development of Air Transport• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Sixteenth CAR/SAM Regional Planning and Implementation Group Meeting (GREPECAS/16) Report, (Punta Cana, Dominican Republic, 28 March – 1 April 2011)• First GREPECAS Programmes and Projects Review Committee Meeting (PPRC/1) Report (Mexico City, 25-27 April 2012)• Second GREPECAS Programmes and Projects Review Committee Meeting (PPRC/2) Report (Lima, Peru, 16-18 July 2013)• GREPECAS web site: http://www.lima.icao.int/GREPECAS

1. Introduction

1.1 This working paper presents the results of the GREPECAS/16 Meeting and urges States/Territories/International Organizations to implement the conclusions.

2. Discussion

2.1 GREPECAS meets once every three years after the ICAO Assembly in order to provide required direction to its organization based on Assembly resolutions. In the interim, the GREPECAS work programme is managed by the Programmes and Projects Review Committee (PPRC), which also prepares annual GREPECAS reports to be approved by GREPECAS using the fast-track mechanism and subsequently submitted to the ICAO Air Navigation Commission (ANC) for further submission to the Council, if applicable.

2.2 The GREPECAS PPRC has the following main functions:

- Manage the programme and project activities, including their addition and deletion
- Approve the programme and project results
- Review long outstanding high safety risk air navigation deficiencies, which are not corrected in a timely manner, and advise the Secretariat regarding reporting to the ICAO ANC and Council
- Prepare the annual GREPECAS progress reports for the ICAO ANC
- Maintain the GREPECAS Procedural Handbook
- Schedule GREPECAS meetings
- Prepare the draft GREPECAS meeting agendas

2.3 PPRC membership includes a core group of 16 States, which represents half the number of States in the CAR and SAM Regions. The CAR and SAM Regions each have eight States that constitute GREPECAS representation. Non-member States may participate in the meetings if the agenda includes a subject of interest. Furthermore, the international organizations listed in the GREPECAS Procedural Handbook participate in the PPRC as observers. Programme Coordinators attend meetings to present corresponding project progress reports and results.

2.4 During the first two meetings of the PPRC, GREPECAS approved programmes and projects were reviewed. The **Appendix** to this working paper presents the conclusions and decisions considered as valid during the PPRC/2 Meeting.

2.5 States, Territories and International Organizations should participate in the next GREPECAS Meeting scheduled in July 2014. An invitation with the general information will be sent accordingly.

3. Suggested Action

3.1 The Meeting is invited to:

- a) review and update the conclusions and decisions of GREPECAS included in the **Appendix** to this working paper;

- b) urge States/Territories/International Organizations to take action to implement the GREPECAS/16 Meeting conclusions as required; and
- c) attend the GREPECAS/17 Meeting scheduled in July 2014.

APPENDIX

STATUS AND FOLLOW-UP OF OUTSTANDING GREPECAS CONCLUSIONS AND DECISIONS THAT REMAIN VALID AT THE END OF GREPECAS/16 – ACTION PLAN

Conc/Dec No. --- Strategic Objective ¹	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by ANC	Status and Reporting/ Completion Date
C 12/67	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.	In the SAM Region, 5 States implemented the QMS/MET system. Nine States are in the process of implementing QMS/MET. In the CAR Region, 5 States and 1 Territory have implemented the QMS/MET system, and 11 States are well advanced in the implementation of QMS/MET.	States and Territories	Implementation of MET QMS	N/A	Valid Nov 2013
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 guide was drafted, which is available in Spanish in English. Pending is its review by States. AERMET Subgroup Conclusion. The meeting on emergency plans for aerodromes that might be affected by volcanic ash was postponed for 2014 and, thereafter, the guide would be drafted.	ICAO	Guide for the drafting of emergency plans for aerodromes that might be affected by volcanic ash in the CAR/SAM Regions.	N/A	Valid 2014

¹ The Council agreed to three Strategic Objectives for the triennium 2011- 2013 as follows (C-DEC 188/13 refers):

Strategic Objective A: *Safety*

Strategic Objective B: *Security*

Strategic Objective C: *Environmental Protection and Sustainable Development of Air Transport*

Conc/Dec No. --- Strategic Objective ¹	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by ANC	Status and Reporting/ Completion Date
C 13/41	NEED TO FURTHER AIS/MAP AUTOMATED SYSTEMS	<p>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:</p> <p>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</p> <p>b) urging ICAO to define the global data model for the exchange of aeronautical information as soon as possible.</p>	<p>Regarding item b), it is expected that ICAO define the exchange model. ICAO Headquarters has not yet provided a specific date.</p> <p>States and international organizations have made significant progress with the implementation of automated systems in the production and distribution of the IAIP. Costa Rica, Dominican Republic, Trinidad & Tobago (for States under the Piarco FIR), Cuba, Mexico and Nicaragua, as well as COCESNA (for Central America) are in the forefront in technologies related with global AIM.</p>	ICAO	Guidelines and/or SARPs for the exchange model.	N/A	Valid Respective SARPs are expected by 2014
C 15/4	D-VOLMET AERONAUTICAL DATA LINK REQUIREMENTS IN THE CAR/SAM REGIONS	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. The amendment will be included in the new ANP publication.	ICAO	Amendment to ANP Vol I – Basic, Part VII-ATS	N/A	Valid Nov 2013

Conc/Dec No. --- Strategic Objective ¹	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by ANC	Status and Reporting/ Completion Date
C 15/35	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>CAR/SAM States and Territories successfully implemented Amendment 1 to PANS/ATM (Doc 4444), 15th Edition.</p> <p>The transition to the new ICAO flight plan model was successfully conducted on 15 November 2012.</p>	<p>a) 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.	Completed Nov 2012
C 16/10 C	MONITORING OF SIGMET RECEIVED IN BRASILIA INTERNATIONAL OPMET DATABANK	<p>That in the controls of OPMET information carried out by the Brasilia International Databank:</p> <p>a) priority is given to the analysis of most common errors in the headings of SIGMET;</p> <p>b) the results be sent to the ICAO SAM Office; and</p> <p>c) ICAO Lima and Mexico Offices submit the monitoring results to the corresponding States for them to take the pertinent actions to correct the deficiencies detected.</p>	<p>Ongoing activity taking into account items a), b) and c).</p> <p>The respective project coordination has carried out this activity on 4-7 June 2013. The results were very positive, given States response in providing on time information to the Brasilia and Washington data banks.</p>	Brasilia OPMET international data bank	SIGMET monitoring	Not analyzed by the Commission	Valid Annual

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C 16/13 C	SIGMET WV TESTS	That in order to keep a constant feedback and efficiency in the issuance of volcanic ash SIGMET starting 2010, the States, in coordination with the corresponding VAACs, carry out the SIGMET WV test during the month of September. The test should have a duration of 48 hours.	Included in MET Programme IAVW Project	CAR/SAM States/territories/ international organizations	SIGMET WV trials	Not analyzed by the Commission	Valid Annual
C 16/16 C	INSTALLATION OF AMHS USER TERMINALS IN METEOROLOGICAL UNITS WITH INTERNATIONAL OPMET REQUIREMENT	That the corresponding States, when implementing the new AMHS system in substitution of the current AFTN system, take into consideration the installation of AMHS user terminals in the MET units of the States that have international OPMET requirements, in order to increase the availability of OPMET information and to comply with GREPECAS Conclusion 6/33.	States, upon implementing the new AMHS, are considering the installation of AMHS terminals at meteorological units with international OPMET requirement. In the CAR Region, many States are in the process of implementing this new AMHS.	CAR/SAM States/territories/ international organizations	Installation of AMHS terminals at meteorological units with international OPMET requirement	Not analyzed by the Commission	Valid Dec 2013
C 16/17 C	AMENDMENT TO CAR/SAM ANP BASIC AND FASID, PART VI - MET	That: a) Part VI – MET of CAR/SAM ANP Basic and FASID Tables MET 1A and MET 2A are amended as shown in Appendix D to WP/08 of this meeting; and b) Table MET 2B of the CAR/SAM Facilities and Services Implementation Document (FASID): i. be eliminated from CAR/SAM FASID; and ii. be included as an Appendix to the CAR/SAM Guide for OPMET exchange.	Amendment to ANP Basic submitted on 6 March 2012. Amendment to ANP Basic – NACC information pending	ICAO NACC and SAM Offices Secretariat	Amendment to CAR/SAM Basic ANP, Part VI-MET	Not analyzed by the Commission	Completed Jun 2012

Conc/Dec No. --- Strategic Objective ¹	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by ANC	Status and Reporting/ Completion Date
C 16/19 C	ATM/MET SEMINAR/ WORKSHOP	That in order to develop a list of possible MET requirements in support of ATM for the CAR/SAM Regions, ICAO, in coordination with WMO, conduct a seminar/workshop for the CAR/SAM Regions.	To be held at NACC RO on 29-31 October 2012	ICAO Regional Offices Lima and Mexico	ICAO/WMO seminar/workshop	Noted and invited the Secretary General to request support for the organization of the seminar/ workshop from WMO.	Completed Oct 2012
C 16/24 A	HARMONIZATION OF TAXIWAY DESIGNATION	That ICAO consider the development and provision of guidelines on the harmonization of taxiway designation in order to reduce operator confusion and to minimize runway incursions.	AGA section developed guidelines on the harmonization of taxiway designation and is currently under review	ICAO HQ	Guidelines on the harmonization of taxiway designation	Supported the development and scope of ICAO guidelines and requested the Secretariat to include this matter in the work programme of the Aerodromes Panel.	Valid Dec 2014

Conc/Dec No. --- Strategic Objective ¹	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by ANC	Status and Reporting/ Completion Date
C 16/31 C	AVAILABILITY OF DOCUMENTATION IN SPANISH	That the need to give priority, to the extent possible, to translating into Spanish the texts that are available only in English and that are of crucial importance for complying with ICAO SARPs, be proposed to ICAO with a view to achieving the AIS-AIM transition.	Quality Manual, Training Manual, Charting Manual, Guidelines in the Use of the Public Internet for Aeronautical Applications and eTOD Manual to be translated. ICAO HQ is drafting Doc 9839 – AIM/QMS and is preparing the AIM TRAIN manual, as well as the PANS/AIM and documentation indicated in this conclusion, for their translation into Spanish.	ICAO HQ IIM/AIM	Text in Spanish of guidance material for AIS-AIM transition	Noted.	Valid 2014
C 16/32 C	GENERAL GUIDANCE FOR THE IMPLEMENTATION OF A GIS SYSTEM IN AIM	GREPECAS approves as vital importance to support ICAO SARPs, the application of the General Guidance for the Implementation of a GIS System in AIM, towards achieving the transition from AIS to AIM in the States, Territories and International organizations of the CAR/SAM Regions.	CAR States are in the process of implementing the guides, which have been adopted by SAM States. In the SAM Region, all Sates have implemented a GIS system	CAR/SAM States/territories/ international organizations	Apply general guidance for implementation of a GIS system in AIM	Noted.	Completed

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C 16/36 C	COLLECTION OF INFORMATION ON EXISTING AND FUTURE AVIONICS IN THE CAR/SAM REGIONS	<p>Taking into account the importance of having information on avionics already installed and to be installed on user aircraft, for purposes of planning and cost/benefit analyses, it is urged that:</p> <p>a) States/Territories and International Organisations are urged to collect information on avionics already installed and to be installed in non-IATA domestic fleets and other general aviation users, suggesting the adoption of a format similar to that of the IATA survey form (Appendix D to this part of the Report), the results to be sent to the respective ICAO Regional Office by December 2010;</p> <p>b) IATA include the aforementioned information in the IATA database, informing the ICAO CAR/SAM Regional Offices about the response to this request; and</p> <p>c) The information collected to date in the SAM and CAR Regions be included in the mentioned data base, as well as any information that can be provided by the avionics manufacturers.</p>	<p>Difficulties in collecting the information from CAR/SAM States continue.</p> <p>This conclusion should be examined together with ICAO, to confirm/update the agreement for the collection of this information.</p>	CAR/SAM States/ territories/ international organizations	<p>Collection of information on existing and future avionics</p> <p>Inclusion of avionics information in IATA survey form</p>	Not analyzed by the Commission	Valid Ongoing

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C 16/38 C	IMPROVEMENTS TO THE ACTIVITIES REFERRED IN ADS-B TRIALS	<p>That States/territories/ international organizations who are carrying out ADS-B trials are urged to:</p> <p>a) continue with the data collection and analysis, in accordance with GREPECAS guidelines (GREPECAS/15 Report, Appendix Q);</p> <p>b) search for the exchange of data between States, particularly with regard to coverage superposition and analysis criteria;</p> <p>c) solve, with the respective airspace users, the duplicate or illegal 24-bit Address cases identified, and inform in this respect to the ICAO Regional Offices;</p> <p>d) inform airspace users on any anomaly in the received ADS-B messages, in preparation of future ADS-B implementation; and</p> <p>e) duly inform the ICAO Regional Offices on the trial results, for their publication.</p>	<p>Valid: These improvements and considerations are being considered at the ADS-B trials by the NAM/CAR Ad-hoc Group and the SAM/IG.</p> <p>Ongoing activity prior to the installation of an ADS-B station.</p> <p>a) Many States are analysing ADS-B data b) ADS-B data sharing will be carried out as part of the analysis c) 24-bit address duplication is part of the data analysis d) Continuous activity prior to the installation of an ADS-B station.</p> <p>The ad-hoc groups will inform ICAO on their activities.</p>	CAR/SAM States/territories/ international organizations	Improvement in activities related to ADS-B trials	Noted.	Valid Ongoing

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<p>C 16/40 + associated C 16/41 C</p>	<p>TRAINING FOR AERONAUTICAL PROFESSIONAL COMPETENCE</p>	<p>That CAR/SAM States/ territories and international organizations, take into consideration the list of short and mid-term and training requirements shown in Appendix D to the report of the CNS/ATM/SG/1 Meeting, so that CATCs, in coordination with civil that CAR/SAM States/territories and international organizations, aviation authorities, prepare aeronautical training programmes which contemplate regional air navigation and safety requirements.</p>	<p>Note has been taken and its respective consideration in the training work plans and discussions will be presented and discussed at next NAM/CAR training centres meeting to be held in the first semester of 2012. In the CAR Region, this listing has been presented to the consideration of States/ANPS and training centres. SAM States have analyzed and considered this list at the CATC meeting. To guide States on competence training, CATC/121 meeting (Lima, Peru, 3-5 Dec 2012) considered that the Mexico and Peru training centres draft an agenda for a seminar/workshop based on competence, to be conducted in the second semester of 2013</p>	<p>CAR/SAM States/territories/ international organizations</p>	<p>Aeronautical training programmes taking into consideration regional requirements.</p>	<p>Noted.</p>	<p>Completed</p>

Conc/Dec No. --- Strategic Objective ¹	Title of Conclusion/ Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by ANC	Status and Reporting/ Completion Date
C 16/43 A	REVISED METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES	That: a) ICAO consider the proposed revised methodology for the identification, assessment and reporting of air navigation deficiencies presented in Appendix A to this part of the report; and b) in the interim, GREPECAS adopt the revised methodology as a test-bed and notify the ANC of the results.	a) ICAO noted the revised methodology for the identification, assessment and reporting of deficiencies and is awaiting for the results from the tests b) The methodology continues as a test bed	ICAO HQ GREPECAS Secretary	Proposed revised methodology for identification, assessment and reporting of air navigation deficiencies	Commended the work by GREPECAS proposing a revised methodology for identification, assessment and reporting of air navigation deficiencies. Any decision in this matter should wait for the results of the trials. The Secretariat is called upon to ensure that any revised methodology to identify, assess and report of air navigation deficiencies should be applied uniformly by all PIRGs and regions and to verify other proposals presented by other PIRGs.	Valid Nov 2013