



ICAO

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INFORMATION PAPER

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**Twenty-sixth Directors of Civil Aviation of the Eastern Caribbean Meeting (E/CAR/DCA/26)
New Orleans, United States, 1 - 3 December 2015**

- Agenda Item 6: Air Navigation Matters**
6.1 GREPECAS Update
6.1.1 CAR/SAM Regional Planning and Implementation Group (GREPECAS) PPRC/3 Meeting

**CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP (GREPECAS) PPRC/3
AND GREPECAS/17 MEETING**

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This Information Paper presents the conclusions of the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17) and the Third Meeting of the Programmes and Projects Review Committee (PPRC/3). All these conclusions are being followed by the E/CAR/CATG.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>Reference:</i>	<ul style="list-style-type: none">• GREPECAS/17 Report, Cochabamba, Bolivia, from 21 to 25 July 2014• PPRC/3 Report, ICAO NACC Regional Office, in Mexico City, Mexico, from 21 to 23 July 2015

1. Introduction

1.1 The GREPECAS/17 Meeting was attended by 103 participants from 17 States/Territories of the CAR/SAM Regions and Observers from 8 International Organizations. It was also attended by the President of the Air Navigation Commissioner as an observer.

1.2 The PPRC/3 Meeting was attended by 25 participants from 6 CAR States and 5 SAM PPRC member States of GREPECAS, and 3 International Organizations (CANSO, COCESNA and IATA) as Observers.

1.3 The GREPECAS/17 and the PPRC/3 Conclusions and Decisions are included in the **Appendix** to this Information Paper.

APPENDIX
GREPECAS/17 and PPRC/3 CONCLUSIONS/DECISIONS

GREPECAS 17 Conclusions / Decisions	Title of Conclusion / Decision	Text of Conclusion/Decision
GREPECAS Conclusion 17/1	Regional and global air navigation reporting	That States: a) support the plan to produce an online Regional Performance Dashboard in March 2014 and the annual Global Air Navigation Report to be published in April 2014; b) provide the required information to the ICAO Regional Offices to demonstrate operational improvements by February 2014 and periodically thereafter; and c) establish, if not yet done so, a performance measurement strategy that comprises data compilation, processing, storage and reporting for the regional performance metrics identified for air navigation systems.
GREPECAS Conclusion 17/2	Follow-up on AN-Conf/12 recommendations by States and international organisations	That States and international organisations, on the basis of the analysis to Appendix A* to this part of the report, take follow-up action as appropriate on the applicable recommendations of AN-Conf/12. Appendix A to Agenda Item 2 of PPRC/2
Decision 17/3	Regional priorities and targets for air navigation	That GREPECAS: a) establish, as per Recommendations 6/1 and 6/12 of the Twelfth Air Navigation Conference (AN-Conf/12), regional priorities and targets for air navigation, consistent with the Global Air Navigation Plan (GANP) and Aviation System Block Upgrades (ASBU), by March 2014, if possible, and by May 2014 at the latest; and b) as per GREPECAS Decision 16/3, the regional priorities and targets for air navigation will be coordinated with RASG-PA to ensure consistency of action and avoid overlap.
Decision 17/4	Revised Terms of Reference and Work Programme of the Programmes and Projects Review Committee (PPRC)	That the proposed revised terms of reference and work programme of the PPRC shown in Appendix A to this part of the report are approved.
Decision 17/5	GREPECAS Annual Report	That GREPECAS submit an annual report to the ICAO Air Navigation Bureau (ANB) consisting of the GREPECAS meeting report in years when a GREPECAS meeting is held and a PPRC meeting report in other years, which includes a Table of Conclusions and Decisions in the format presented in Appendix B.
GREPECAS Conclusion 17/6	Follow-Up On The Implementation of A38 Resolutions Regarding Air Navigation	That, pursuant to the resolutions of the 38th Assembly concerning air navigation matters, CAR/SAM States: <ul style="list-style-type: none"> a) proceed to amend their national air navigation plans, taking into account the GANP and the regional performance-based implementation plans, aligned with the ASBUs; b) provide the respective ICAO Regional Offices, no later than 15 September 2014, with the names and contact information (telephone, e-mail) of the focal points designated to coordinate with ICAO and the national bodies responsible for managing the radio frequency spectrum, with a view to supporting the ICAO position at the ITU WRC-15; c) use ICAO standardized phraseology in all situations for which it has been specified and make use of the ICAO Aviation English Language Test Service (AELT) to verify d) language proficiency testing instruments; e) publish any significant differences in their Aeronautical Information Publication (AIP) and use the Electronic Filing of Differences (EFOD) system to notify differences to ICAO; and f) e) note the criteria of the permanent declaration of Resolution A38-12 and take them into account in the planning, establishment, and operation of air navigation services.

GREPECAS 17 Conclusions / Decisions	Title of Conclusion / Decision	Text of Conclusion/Decision
GREPECAS Conclusion 17/7	Approval Of The Forms To Follow-Up On The Progress On Indicators And Targets For The CAR/SAM Regions	That for GREPECAS to collect, monitor, and report progress on operational improvement implementation in the CAR/SAM Regions based on the indicators and targets established in the Bogota and Port-of-Spain Declarations and subsequently submit it to the ICAO Air Navigation Commission: a) the form presented in Appendix A to this part of the report is approved; and b) the ICAO NACC and SAM Regional Offices will implement this form in order to report progress for inclusion in the regional performance dashboards.
GREPECAS Conclusion 17/8	Inclusion Of Regional Performance-Based Implementation Plans In The New Air Navigation Plan (eANP)	That, taking into account the individual regional performance-based implementation plans, the ICAO NACC and SAM Regional Offices include the corresponding sections of those plans in the new electronic CAR/SAM Air Navigation Plan (eANP), Volume III.
GREPECAS Conclusion 17/9	Activities For A Consolidated Interface Control Document (ICD) For AIDC Implementation In The CAR and SAM Regions	That, in order to ensure efficient and practical implementation of AIDC functionality at both intra- and inter-regional levels between the CAR and SAM Regions: a) ICAO, through the GREPECAS D Programme, shall assess the existing ICDs and coordinate the necessary activities for development of a consolidated Interface Control Document (ICD) for AIDC implementation in the CAR and SAM Regions; and b) D Programme Projects shall submit the results of coordination for a consolidated ICD for the CAR and SAM Regions at the GREPECAS PPRC/3 Meeting.
GREPECAS Conclusion 17/10	Manual-Guide On The Assessment Of Large Height Deviations (LHDs) With SMS Methodology For The Analysis And Assessment of LHD Reports	That the States of the CAR/SAM Regions use the Manual-Guide on the Assessment of Large Height Deviations (LHDs) with SMS methodology presented in Appendix B to this part of the report for the analysis of LHDs reports.
GREPECAS Conclusion 17/11	Improvements In Met Activities	That CAR/SAM States, Territories and International Organisations: a) continue conducting periodic volcanic ash tests; b) urge the AIS areas to prepare and disseminate, in coordination with the MET areas, ASHTAM messages when conducting volcanic ash exercises; c) urge Civil Aviation Training Centres (CATCs) to implement training programmes for MET personnel in accordance with the principles emanating from the World Meteorological Organization (WMO), contained in Publication No.1083 – WMO (PIB-M); d) secure the funds required for lead auditors to visit other States of the Region to audit the MET/QMS implemented in the CAR/SAM Regions; and e) urge the Brasilia OPMET Databank to continue conducting OPMET exchange controls on a quarterly basis.
GREPECAS Conclusion 17/12	Revision Of The ICAO Uniform Methodology For The Identification, Assessment and Reporting of Air Navigation Deficiencies	That ICAO consider conducting a comprehensive revision of the uniform methodology for the identification, assessment and reporting of air navigation deficiencies, identifying opportunities for improving both the database as well as the process itself, in order to generate a more efficient and effective process, with greater participation of the users, and taking into account the existing limitations of the Secretariat for the identification of deficiencies through State missions.
Decision 17/13	APPROVAL OF AMENDMENT OF THE GREPECAS PROCEDURAL HANDBOOK	Version 1.2 of the Sixth Edition of the GREPECAS Procedural Handbook, as shown in Appendix to this part of the Report is approved.

PPRC/3 Draft Conclusions and Decisions	Title of Conclusion / Decision	Text of Conclusion/Decision
3/1	FOLLOW-UP ON THE PIRGs AND RASGs GLOBAL COORDINATION ACTIONS	That, with the purpose of complying with the implementation of the actions suggested in the Second PIRGs-RASGs Global Coordination Meeting, CAR/SAM Regions States/Territories and International Organizations and ICAO NACC and SAM Regional Offices implement the corresponding suggested actions and follow-up on the actions to be implemented by ICAO, according to the table presented in Appendix A to this part of the report.
3/2	NEW CAR/SAM REGIONS ELECTRONIC AIR NAVIGATION PLAN (eANP) VOLUMES I, II AND III	That, in order to expedite the preparation and approval of the new electronic Air Navigation Plan (eANP) for the CAR/SAM Regions, the NACC and SAM Regional Offices, using the GREPECAS fast-track procedure: a) circulate by 15 August 2015 , Volumes I and II of the new eANP for CAR/SAM States approval; and b) circulate by 15 October 2015 , Volume III of the new eANP for CAR/SAM States approval
3/3	CAR/SAM REGIONS INTERFACE CONTROL DOCUMENT FOR AIDC IMPLEMENTATION BETWEEN ADJACENT CENTRES	That, for AIDC Implementation between adjacent centres, the following documents be adopted: a) ICD AIDC NAT/APAC v1.0 as a base document for AIDC interconnections between CAR and SAM Regions adjacent automatized centres; b) for the CAR Region, ICD NAM will be used; and c) for the SAM Region, ICD AIDC NAT/APAC v1.0, with a minimum set of AIDC messages (specified in the AIDC implementation guide through the adjacent automatized centres interconnection.
3/4	ACTIONS FOR ATFM IMPLEMENTATION IN THE CAR REGION	That, a) concerning ATFM implementation projects, States and Territories in the CAR Region: i. avoid the implementation of ATFM measures adversely impacting safety and efficiency of air operations; ii. introduce in their bilateral Letters of Agreement, appropriate ATFM procedures to regulate strategic application of applicable ATFM measures; iii. implement as soon as possible, ATFM Positions (FMP) or ATFM units (FMU) in order to avoid an imbalance between capacity and demand, either by scheduled or by unforeseen events; and b) ICAO NACC Regional Office take the corresponding actions to develop a proposal for amendment to Doc 7030 concerning ATFM procedures and ATC minimum separation for aircraft transfer between adjacent Control Centres (ACC) counting with overlying radar coverage, as applicable, informing PPRC/4 meeting on the progress of such actions.
3/5	ACTIONS FOR ATFM IMPLEMENTATION IN THE SAM REGION	That, States of the SAM Region: a) replicate at local level, the ATFM training obtained by their experts in courses under the auspices of RLA/06/901 Project, in order to increase ATFM training of their specialized personnel; b) avoid the implementation of ATFM measures affecting users and having an impact on safety, mainly those administrations not having established the units to strategically manage flow control measures; c) introduce in their bilateral Letters of Agreement the appropriate procedures to regulate strategical application of these measures, avoiding their impact on efficiency and safety; d) implement as soon as possible, Flow Management Positions (FMP) or Units (FMU), in order to avoid capacity-demand imbalance, even by scheduled or unforeseen events; and e) present to the PPRC/4 meeting actions performed according to preceding paragraphs.
3/6	ESTABLISHMENT OF A WORKING GROUP TO OBTAIN BETTER AMHS OPERATIONAL USE	That, in order to exploit AMHS potentialities and take advantage of its operational use: a) a working group is formed by Brazil, Dominican Republic, United States and D Programme coordinators in the CAR and SAM Regions for ground- ground and air-ground communications infrastructure; b) the working group will work through virtual meetings and will prepare a strategy to ensure AMHS operational use, providing it to the Region disposal as soon as practicable.

3/7	CONSULTATION TO THE CAR/SAM REGION STATES ON E-TOD COMPLIANCE DATE	That: a) GREPECAS Secretariat consult CAR/SAM Region States on e-TOD implementation compliance expectations by 12 November 2015 ; and b) in case that, more than 50% of the CAR/SAM Region States could not implement on the date foreseen by the standard, the fast track procedure be used to adopt a conclusion on the convenience to amend Annex 15 extending the implementation date.
3/8	ICAO DOCUMENTATION FOR AIM	That, the GREPECAS Secretariat send an IOM to D/ANB requesting to prioritize the completion of Doc 9839 on AIM quality and have as soon as practicable a final version of the Doc 9881 on electronic terrain and obstacle data.
3/9	REVISION OF THE MET PROGRAMME AND ITS TASKS	That, a) QMS/MET implementation be measured by certification, through a QMS certifying firm on aeronautical meteorology services; b) States that have obtained QMS/MET system certification, submit a copy of their certificates to the Secretariat; c) The ICAO NACC and SAM regional offices review the procedures of volcanic ash SIGMET exercises to ensure the participation of those under the Washington VAAC responsibility; and d) The ICAO NACC and SAM Regional Offices carry out workshops on SIGMET to ensure the preparation of these messages and the correct utilization of the formats contained in ICAO Annex 3
3/10	DEVELOPMENT OF AIR NAVIGATION PLANS ALIGNED WITH THE GANP AND THE REGIONAL PERFORMANCEBASED AIR NAVIGATION PLANS	That, the CAR/SAM Regions States that have not yet amended or developed their National Plans aligned with the Global Air Navigation Plan (GANP) (4th edition) and the RPBANIP and SAM PBIP, complete them shortly in order to harmonize the implementation and facilitate the interoperability of systems and inter and intra-regional air navigation systems and services.