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**Eighth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation
(NACC/DCA/08)**

Ottawa, Canada, 31 July to 2 August 2018

Agenda Item 2: Follow-up on Valid Conclusions and Decisions from NACC/DCA and Regional Implementation Groups Meetings

VALID CONCLUSIONS AND DECISIONS FROM REGIONAL IMPLEMENTATION GROUPS MEETINGS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
<p>The lists of valid Conclusions and Decisions of regional implementation groups are presented for information in Appendices A (GREPECAS), B (RASG-PA), and C (AVSEC/FAL/RG) respectively.</p>	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Security & Facilitation• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Report of the Eighteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18), Punta Cana, Dominican Republic, 9 to 14 April 2018• Report of the Twenty-Second Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/22), Rio de Janeiro, Brazil, 5 to 6 November 2014• Report of the Twenty-Third Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/23), Miami, United States, 19 to 20 March 2015• Report of the Twenty-Seventh Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/27) Mexico City, Mexico, 13 to 14 December 2016• Report of the Twenty - Eighth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/28), ICAO SAM Regional Office, Lima, Peru, 4 to 5 May 2017

	<ul style="list-style-type: none"> • Report of the Twenty - Ninth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/29) ICAO NACC Regional Office, Mexico City, Mexico, 29 - 30 November 2017 • Report of the Thirtieth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/30) Baltimore, United States, 22 to 23 March 2018 • Report of the Seventh Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/7) Lima, Peru, 4 - 6 October 2017
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1.1 The Appendices are provided for awareness and consideration by the DCAs, so that due note be taken on the impact and follow-up of conclusions by States, especially the following main actions:

- enhancements established to develop common understandings to analyze GREPECAS - RASG-PA coordination improvements and agreed materials on several Air Navigation Services (ANS) issues, including development of ATM, CNS; AGA, MET, AIM and the priorities on Performance-Based Navigation (PBN) and associated procedures, aeronautical charting and cyber security.
- the progress and developments of security actions for the Global Aviation Security Plan (GASeP) and the regional assistance concerning AVSEC and Facilitation implementation.

APPENDIX A
VALID CONCLUSIONS AND DECISIONS OF THE EIGHTEENTH MEETING OF THE CAR/SAM REGIONAL PLANNING AND IMPLEMENTATION GROUP
(GREPECAS/18)

Conclusion/Decision	Follow-up	Relevance for States
<p>CONCLUSION GREPECAS 18/1 ACTIONS FOR ATFM IMPLEMENTATION IN THE CAR REGION</p> <p>That, States and Territories of the CAR Region, in their ATFM implementation projects:</p> <p>a) 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</p> <p>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. GREPECAS/18</p>	<p>ICAO NACC Office developed a strategy to support implementation of ATFM positions (FMP) in key FIRs of the CAR Regions. It will be presented to the ANI/WG 4 meeting and incorporated to the ATFM Task Force work programme, to be completed by 2019.</p> <p>The NACC/DCA will be informed on this strategy</p>	<p>Important to enhance sustainable growth of air traffic operations and improve efficiency for operators in the CAR Region.</p>
<p>DECISION GREPECAS/18/2 ESTABLISHMENT OF A WORKING GROUP TO OBTAIN BETTER AMHS OPERATIONAL USE</p> <p>That, in order to exploit AMHS potentialities and take advantage of its operational use:</p> <p>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; and</p> <p>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. GREPECAS/18</p>	<p>The technical requirement for this implementation for the NAM/CAR Regions is under the MEVA/TMG.</p> <p>The MEVA/TMG will develop the ToRs for such implementation.</p> <p>The result of this work will be ready for May 2019.</p>	<p>Efficient use of Telecommunication means for optimum implementation of future Aviation messaging requirements including the System Wide Information Management (SWIM) implementation.</p>

Conclusion/Decision	Follow-up	Relevance for States
<p>CONCLUSION GREPECAS 18/3 REVISION OF THE MET PROGRAMME AND ITS TASKS</p> <p>That, a) QMS/MET implementation be measured by certification, through a QMS certifying firm on aeronautical meteorology services; and b) States that have obtained QMS/MET system certification, submit a copy of their certificates to the Secretariat; GREPECAS/18.</p>	<p>The activity has been included in the GREPECAS MET Project H3, however it is required that States that have been obtained the certification submit a copy to the Secretariat.</p>	<p>Ensure Service quality in MET Services.</p>
<p>CONCLUSION GREPECAS 18/4 DEVELOPMENT OF AIR NAVIGATION PLANS ALIGNED WITH THE GANP AND THE REGIONAL PERFORMANCE-BASED AIR NAVIGATION PLANS</p> <p>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.</p>	<p>The ICAO NACC RO needs to conduct the impact assessment of changes brought by the 2019 version of GANP and ASBU, specially the changes in Block 0 capability definitions. Meanwhile, the RPBANIP needs to be revised to support the CAR Regional States and Territories to implement the future aviation technologies.</p> <p>Recognize the successful fulfillment of the ASBU-TF activity plan and the support of participating States in the first ASBU-TF meeting March/2018. States received assistance for the development / update of their National Plans in accordance with the decision.</p>	<p>Performance based implementation of ANS Services.</p> <p>The RPBANIP encourages its member States, Territories and aviation stakeholders to follow the ASBU framework to implement the future aviation technologies guided by ICAO standards.</p> <p>States need to continue participating on the development of ASBU-TF activity plan and the upcoming events kindly hosted by Barbados and COCESNA; in addition provide the required PoC to be represented in the TF.</p> <p>Keep abreast of the proposals to be discussed during the upcoming AN-Conf./13 Montreal, Canada 9-19 Oct 2018 https://www.icao.int/Meetings/anconf13/Pages/default.aspx</p>

Conclusion/Decision	Follow-up	Relevance for States
<p>DECISION GREPECAS/18/5</p> <p style="text-align: center;">IMPROVED DATA COLLECTION PROCESS FOR THE TREATMENT OF DEFICIENCIES REPORTED BY IFALPA AND IATA</p> <p>In order to improve the data collection process for the treatment of deficiencies reported by IFALPA and IATA, the NACC and SAM Regional Offices:</p> <p>a) starting on the second half of 2016, will hold teleconferences with IATA and IFALPA to share and validate the information on the deficiencies identified by these organisations; and</p> <p>b) will inform their accredited States, via teleconferences, about the deficiencies identified in order to seek their resolution and/or the adoption of the corresponding action.</p>	<p>For Data collection unfortunately during 2016, 2017 and 2018 first semester the teleconferences with IATA and IFALPA to share and validate the information on the deficiencies identified were not did</p> <p>No additional actions to share and validate the information on the deficiencies identified were adopted</p>	<p>Ensure effective implementation of ANS requirements and compliance with ICAO ANS-related SARPs.</p>
<p>CONCLUSION GREPECAS 18/6</p> <p style="text-align: center;">RESOLUTION OF AERONAUTICAL METEOROLOGY DEFICIENCIES</p> <p>That, in order to resolve aeronautical meteorology deficiencies associated to its personnel, and in order to have in their staff aeronautical meteorologists that meet the training requirements of the World Meteorological Organization, CAR/SAM States and Territories that present this deficiency:</p> <p>a) develop and conduct professional training courses for aeronautical meteorologists, aligned with the BIP-M contained in WMO Publication No. 1083, in partnership with universities, CATCs or tertiary non-university training institutions that meet education quality standards;</p> <p>b) create cooperation links with the permanent representatives of their States to the WMO in order to have access to WMO-approved personnel remote training courses offered by universities and international institutes;</p> <p>c) develop and implement a programme to link university meteorological staff or technical personnel with</p>	<p>Activities to support States efforts have been included as part of the GREPECAS MET Projects as the review of the HRM processes of the QMS.</p>	<p>States and regional air navigation implementation groups must address the MET issues or create the necessary and competent structures to boost the competency and training activities on Aeronautical Meteorology.</p>

Conclusion/Decision	Follow-up	Relevance for States
<p>the aeronautical meteorology units of air navigation services in the short and medium term; and d) inform the respective ICAO Regional Offices at GREPECAS/18 about their plans to develop and conduct aeronautical meteorology training courses aligned with the BIP-M contained in WMO Publication No. 1083.</p>		
<p>DECISION GREPECAS 18/7 POSTPONEMENT OF THE APPROVAL OF VOL. III OF CAR/SAM EANP</p> <p>That, taking into account that ICAO is preparing the updated version of the GANP for 2019 and the importance of aligning Volume III to the requirements thereof, a) The Secretariat defers the distribution of Vol. III of the CAR/SAM e-ANP until completing its alignment with the sixth version of the GANP; and b) Since the GANP will address the performance-based implementation issue in more detail in its sixth edition, the States are urged to continue using the Regional Performance-Based Implementation Plans (SAM-PBIP and RPBANIP) for drafting their national air navigation plans.</p>	<p>NAM Region is working on a preliminary version of its e-ANP Vol III.</p> <p>The ASBU-TF includes a follow-up on the evolution of ASBU Framework and the new version of the GANP.</p>	<p>States need to continue participating on the development of ASBU-TF activity plan and the upcoming events kindly hosted by Barbados and COCESNA; in addition provide the required PoC to be represented in the TF.</p> <p>Keep abreast of the proposals to be discussed during the upcoming AN-Conf./13 Montreal, Canada 9-19 Oct 2018.</p> <p>https://www.icao.int/Meetings/anconf13/Pages/default.aspx</p>
<p>CONCLUSION GREPECAS 18/8 GREATER SUPPORT FROM STATES TO AGA ISSUES AND PROJECTS</p> <p>That States show a stronger commitment and take more effective action in support of GREPECAS AGA Projects, and designate AGA experts as focal points by 30 November 2016 in order to support the implementation of Aerodrome Certification activities.</p>	<p>States have not designated AGA experts in support of GREPECAS projects</p>	<p>Optimize coordination with States on AGA implementation matters.</p>

Conclusion/Decision	Follow-up	Relevance for States
<p>DECISION GREPECAS 18/9 AD HOC GROUP TO ANALYSE GREPECAS - RASG-PA COORDINATION IMPROVEMENTS</p> <p>That, in order to identify possible improvements in GREPECAS – RASG-PA coordination, the establishment of an ad hoc group, formed by Bolivia, Brazil, Chile, Dominican Republic, Trinidad and Tobago and United States, led by ICAO, is agreed, with the purpose of:</p> <p>a) studying opportunities for improving coordination between GREPECAS and RASG-PA;</p> <p>b) performing its tasks through electronic media; and</p> <p>c) submitting its recommendations to the ICAO Secretariat by 31 August 2018.</p>	<p>Letter to NAM/CAR nominated States has been sent. Two of the three nominated States responded appointed point of contact on behalf of the States. One State pending.</p> <p>Expected to start work as soon as possible to complete work in the target date.</p>	<p>Improve effectiveness of both regional bodies, avoid duplicating of activities. Efficient use of resources from ICAO and States.</p>
<p>CONCLUSION GREPECAS/18/10 FOLLOW-UP TO THE IMPLEMENTATION OF A39 RESOLUTIONS RELATED TO AIR NAVIGATION</p> <p>That CAR/SAM States,</p> <p>a) resort to regional organisations for the establishment of the required mechanisms to address legal or institutional issues that might hinder CNS/ATM implementation;</p> <p>b) amend their ANPs, taking into account the GANP 2015 and the regional performance-based implementation plans, and aligned with ASBU;</p> <p>c) inform air navigation service providers and aerodrome operators of the need to fulfil the commitments derived from Article 28 of the Chicago Convention, and of the importance of quality in the aforementioned services;</p> <p>d) include policies and action plans to address cases of unlawful interference in their area of</p>	<p>The resolutions of the 39th ICAO Assembly affecting several air navigation areas on their activities had been noted and follow-up by States. In this regard, some resolutions A39/11, A39/12, A39/15, A39/18, A39/19, A39/22 are called for action to be taken by States in ANS areas in order to comply with that requested by the Assembly</p>	<p>Continue ANS implementation matters.</p>

Conclusion/Decision	Follow-up	Relevance for States
<p>responsibility, in their air navigation and aerodrome contingency plans, if not done yet, and inform the Regional Office thereof no later than the PPRC/5 meeting;</p> <p>e) partner with aviation providers, operators, and stakeholders at national and regional level for the establishment of procedures to mitigate cyber threats to the aviation system; and</p> <p>f) publish differences in their aeronautical information publications (AIPs) and use the electronic filing of differences (EFOD) to report them to ICAO.</p>		
<p>DECISION GREPECAS 18/11 CHARTING DEFICIENCY STRATEGY</p> <p>That the task forces in charge of GREPECAS Programme G, in coordination with ICAO, address deficiencies in aeronautical charting should phase 2 of a regional implementation strategy be needed.</p>	<p>States (or other organizations) decision-making bodies to publish in their AIP compliance with ICAO chart titling plan and to inform their stakeholders should the State not elect to transition to the new chart identification (AIP / GEN 1-7 section, for differences)</p>	<p>Ensuring collective benefit of all stakeholders through collaborative planning assured through a coordinated and integrated approach.</p>
<p>DECISION GREPECAS 18/12 RNAV TO RNP CHARTING TRANSITION</p> <p>That the task forces in charge of GREPECAS Programme A develop a Regional implementation strategy for the transition of RNAV to RNP approach chart as a matter of priority.</p>	<p>As part of a continuing effort to streamline inconsistencies resulting from the emergence of PBN, changes to the identification of instrument flight procedure approach charts from RNAV to RNP were introduced to align the procedure approach chart identification with the designation of the navigation specification. Area Navigation (RNAV) to Required Navigation Performance (RNP) Instrument Approach Chart Depiction, which has been withdrawn (refer to ICAO Cir 353)</p>	<p>The advent of Performance-Based Navigation (PBN) is having a major impact on all aspects of the aviation industry and associated State professionals involved in PBN planning, implementation and execution.</p>

Conclusion/Decision	Follow-up	Relevance for States
<p>CONCLUSION GREPECAS 18/13 SAFETY MANAGEMENT IMPLEMENTATION</p> <p>That, in order to support the implementation of safety management, CAR/SAM States, international and regional organisations share tools and examples that support effective safety management implementation, to be posted on the Safety Management Implementation (SMI) website.</p>	<p>This is an open invitation for exchanging good practices and lessons learned from States and Industry and have them posted in ICAO for common use of all the aviation community</p>	<p>Most optimum way of sharing Safety Management implementations and foster its more timely application by States.</p>
<p>CONCLUSION GREPECAS/18/14 ENHANCEMENT OF SOUTH ATLANTIC (SAT) GROUP STRUCTURE</p> <p>That a study be promoted on formalising the SAT group structure and the possibilities of a better coordination with the NAT Region.</p>	<p>A study is proposed. Trinidad and Tobago participates in the SAT Group</p>	<p>Ensure efficiency of Regional Implementation Groups</p>
<p>CONCLUSION GREPECAS18/15 INTERFACE CONTROL DOCUMENTS FOR AIDC IMPLEMENTATION</p> <p>For the implementation of the AIDC service between adjacent automated centers, it shall be adopted:</p> <p>a) AIDC/ASIA PAC Protocol Version 3.0 as the base document for the AIDC interconnections between the adjacent Control Centers between the CAR and SAM Regions. In the same way that it is the basis for interconnections in the SAM States; and</p> <p>b) that the CAR Region and the States adjacent to the United States use the NAM / ICD Protocol Version E or higher as the basis for its implementation.</p>	<p>During the NAM/CAR/SAM Regions Air Traffic Services Inter-facility Data Communication (AIDC) Implementation Meeting, held in Lima, Peru, 16 – 20 April 2018, all States from the NAM/CAR/SAM Regions agreed to adopt this conclusion.</p>	<p>Ensure regional interoperability for Air Traffic Service(s) (ATS) message exchange.</p>

Conclusion/Decision	Follow-up	Relevance for States
<p>CONCLUSION GREPECAS 18/16 SHORT-TERM IMPLEMENTATION BY THE STATES OF AIDC FUNCTIONALITY</p> <p>That:</p> <p>a) Radar data are shared between the FIRs of Curacao, Venezuela, the Dominican Republic, Ecuador and Central America;</p> <p>b) The States that possess the automation capacity installed in their ATC systems will promote the interconnection and start-up of their AIDC connections in the short term;</p> <p>c) It is invited to lead this initiative to the States of Guatemala, El Salvador, Nicaragua, Costa Rica, Panama, Ecuador, Brazil, Argentina and Colombia; and</p> <p>d) In the ATC systems update projects, the integration requirements with their adjacent FIRs are integrated within the technical / operational requirements.</p>	<p>All States will provide their AIDC Action Plan by the end of August 2018.</p>	<p>Ensure a harmonized and coordinated implementation of AIDC among all Stakeholders involved.</p>
<p>CONCLUSION GREPECAS 18/17 MEASURES TO REDUCE FLIGHT PLAN ERRORS</p> <p>That Considering the discussions regarding the problems to solve errors in flight plans and their negative impact in automated coordinations, and taking note that the correct presentation and processing of flight plans is essential for ADS-B, AIDC, ATFM implementation, among other concepts and functionalities, and considering that the errors in flight plans among the different FIRs generate LHDs that should be treated as a short term regional problem, the Meeting urged:</p> <p>a) NAM/CAR/SAM States and IATA to extensively discuss the problems in the AIDC Implementation Meeting of all the regions, to be carried out in Lima, Peru, from 16 to 29 April 2018;</p> <p>b) States to instruct their representatives assisting to the Lima meeting, to integrate local and regional solutions that could permit to solve these problems in a short term in</p>	<p>During the AIDC Meeting held in Lima, Peru in April 2018, all States agreed to share information and apply all the recommendations provided by the Filed flight plan (FPL) Monitoring Ad hoc Group, to minimize the errors in flight plans. All States developed an action plan to be implemented during 2018.</p>	<p>Regional approach and effort to reduce FPL message errors and ensure a more efficient operation.</p>

Conclusion/Decision	Follow-up	Relevance for States
<p>the region; and</p> <p>c) States and IATA to commit themselves to implement mechanisms to solve errors in flight plans that may result of the meeting in Lima, before the end of December 2018.</p>		
<p>DECISION GREPECAS 18/18 MERGING OF PROJECTS F1 AND F2 INTO A NEW PROJECT F1</p> <p>To gain efficiency, Projects F1 and F2 of the GREPECAS Aerodromes and Ground Aids Programme (AGA) will be merged into a single Project F called "<i>Safety implementation and aerodrome certification project</i>".</p>	<p>The two projects F1 and F2 were merged in project F with several tasks and activities respectively.</p>	<p>Optimize the operation of Regional Groups.</p>
<p>CONCLUSION GREPECAS 18/19 AERODROME CERTIFICATION PLAN</p> <p>In order to better support and assist CAR and SAM States/aerodromes with the aerodrome certification process, the CAR/SAM States/Territories should send a 3-year plan to the respective ICAO Regional Office for the certification of their aerodromes, taking into account their contribution to the total of the Region.</p>	<p>A letter will be sent to States requesting a certification plan for the next three years of their aerodromes that have not initiated the process.</p>	<p>To initiate the certification of international airports designated in the ICAO Air Navigation Plan.</p>
<p>DECISION GREPECAS 18/20 MODIFICATION OF THE GREPECAS PROCEDURAL HANDBOOK</p> <p>That, in order to reflect the rotation procedure for the GREPECAS and RASG-PA Secretariats, the Meeting decided to:</p> <p>a) modify the GREPECAS Procedural Handbook as follows:</p> <p>“9.2.1 The GREPECAS <i>Secretariat</i> will be provided by ICAO (NACC or SAM Regional Director). The senior ICAO Regional Director will assume the GREPECAS Secretariat.”</p> <p>“9.2.2 The Regional Director acting as GREPECAS Secretary may not serve simultaneously as Secretary of the Regional Aviation Safety Group – Pan America (RASG-PA),</p>	<p>This requirement has been finalized through State Letter E.OSG - NACC73143 dated 2 May 2018.</p>	<p>Updated Procedural Handbook.</p>

Conclusion/Decision	Follow-up	Relevance for States
<p>whose duties shall be assumed by the Regional Director of the other Region.”</p> <p><i>Note: Existing paragraph 9.2.1 to be renumbered as 9.2.3.;</i></p> <p>b) charge the Secretariat with coordinating as needed for these changes to be reflected in the RASG-PA ToRs; and</p> <p>c) conduct additional reviews and changes as needed for updating the handbook.</p>		
<p>CONCLUSION</p> <p>GREPECAS 18/21 SUPPORT TO GTE AND CARSAMMA ACTIVITIES TO IMPROVE THE ANALYSIS OF INFORMATION ON DEVIATIONS IN RVSM AIRSPACE</p> <p>That, following actions be carried out in order to improve the analysis of information on deviations in RVSM airspace:</p> <p>a) States/international organisations and CARSAMMA, in coordination with ICAO Regional Offices, carry out activities to improve the reception and processing of information on deviations in RVSM airspace;</p> <p>b) CARSAMMA and the GTE exchange information and closely coordinate with the implementation groups coordinated by ICAO Regional Offices, in order to strengthen implementation activities that will help reduce LHD occurrences in CAR/SAM FIRs;</p> <p>c) States/international organisations, in coordination with CARSAMMA and ICAO Regional Offices, take the necessary measures to avoid the operation of non-RVSM aircraft, and coordinate with the relevant parties for proper flight plan completion for the operation of State aircraft in RVSM airspace; and</p> <p>d) GTE submit the plans for the aforementioned activities and their status of implementation at the PPRC/5 meeting.</p>	<p>Addressed on a case by case basis. Expected improved sharing of information with collaboration between GREPECAS GTE and RASG-PA.</p>	<p>Improve safety levels in the FIRs of the CAR Region.</p>

Conclusion/Decision	Follow-up	Relevance for States
<p>CONCLUSION GREPECAS 18/22 APPROVAL OF THE AMENDMENT TO CARSAMMA TERMS OF REFERENCE AND OF THE GUIDANCE MANUAL FOR POINTS OF CONTACT (POC)</p> <p>That, taking into account that safety in CAR/SAM airspace is a priority for ICAO, the States/international organisations, CARSAMMA, and all stakeholders:</p> <p>a) approve the amendment to the Terms of Reference (ToRs) to include the processing of lateral and longitudinal deviations within the scope of CARSAMMA. To this end, CARSAMMA shall prepare a project to be submitted to the GTE/18 meeting for the inclusion of the safety assessment of horizontal deviations, including the method of analysis, the collision risk model to be used, the establishment of a target level of safety, and the guidance material to be used by points of contact (POC);</p> <p>b) approve the Guidance Manual for Points of Contact (POCs) accredited to CARSAMMA; and</p> <p>c) request Brazil/DECEA to provide the necessary support to allow CARSAMMA fulfil its new responsibilities derived from the amendment of the TORs.</p>	<p>Terms of Reference approved</p>	<p>Optimize operation and function of CARSAMMA.</p>

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC22	D	1	FS	CAR AND SAM REGIONS SAFETY INFORMATION PROJECT	The ESC approved to support the Flight Safety Foundation Global Safety Information Project and to be included as a RASG-PA Project for the CAR and SAM Regions.	To be reviewed under Flight Safety Foundation WP/07	Flight Safety Foundation	11-Dec-16	Report	Valid
RASG-PA ESC23	D	1	FS	IMPLEMENTATION OF A "RASG-PA TACTICAL GO-TEAM" CONCEPT	That RASG-PA implement a "RASG-PA Tactical Go-Team" concept to work at the identified "hot spots" as an effective way of targeting, managing and monitoring safety enhancements at the particular locations.	The Fourth Edition of the RASG-PA Procedural Handbook Appendix B is to be added with this information.	PA-RAST	23-Jun-16	Include RASG-PA Tactical Go-Team procedure in the RASG-PA Procedural Handbook	Valid
RASG-PA ESC27	D	4	FS	FOQA PROGRAMME	That, the ICAO SAM Regional Office work with ATR on researching and providing guidance and possible solutions to the restriction of involving aircraft and operators above 27,000MTOW threshold on FOQA programme , in preparation for a possible review by the ICAO Air Navigation Commission (ANC), as impacting safety. This shall be completed prior to the next meeting of the ESC.	To be discussed under WP/04	ICAO SAM Regional Office and ATR		Possible solutions to the restriction of involving aircraft and operators above 27,000MTOW threshold on FOQA programme	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC28	D	2	FS	REVIEW OF CORRESPONDING REGIONAL SAFETY TARGETS	That, for the updating of the corresponding regional safety targets taking into account the proposed new Global Aviation Safety Plan (GASP) (2020-2022) global Safety Targets, the PA-RAST:	To be informed by the PA-RAST	PA-RAST PA-RAST:		updating of the corresponding regional safety targets	Valid
RASG-PA ESC28	D	2			a) review and analyze the information provided under WP/12		PA-RAST		review and analyze the information provided under WP/12	Valid
RASG-PA ESC28	D	2			b) report any findings and recommendation regarding the proposed updated regional safety targets and the new GASP global safety targets to the RASG-PA ESC/29 Meeting.		PA-RAST		report any findings and recommendation	Valid
RASG-PA ESC28	D	3	FS	REVIEW OF RASG-PA STRATEGIC PLAN	That, with the addition of new ESC members, the Strategic Plan shall be reviewed , as necessary, by a small group of ESC members, led by the representative from CANSO, and report its findings to the next meeting of the ESC	To be discussed under Agenda Item 6	a small group of ESC members, led by the representative from CANSO		the Strategic Plan shall be reviewed , as necessary	Valid
RASG-PA ESC28	D	4	FS	REVIEW OF RASG-PA COMMUNICATION PLAN	That the RASG-PA Communications Plan be reviewed as necessary, updating the valid decisions and conclusions with respect to the Communications plan, and to support the outreach efforts led by Chile and FSF to expand participation for RASG-PA events.	To be discussed under Agenda 7	RASG-PA ESC		the RASG-PA Communications Plan be reviewed as necessary	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC29	C	1	FS	ENHANCEMENT OF SAFETY DATA ANALYSIS BY GREPECAS AND RASG-PA	That, in order to enhance the safety performance analysis in the CAR/SAM Regions, and considering the existing work conducted by the PA-RAST MAC Group and the GREPECAS GTE; and to strengthen the coordination between RASG-PA and GREPECAS:					Valid
RASG-PA ESC29	C	1			a) the Secretariat coordinate with both groups to ensure a review of the data analysis work being conducted by each of them, identifying synergies and strengthening their work programme and outcomes; and		the Secretariat		to strenghten work programme	Valid
RASG-PA ESC29	C	1			b) report the results and findings to the RASG-PA ESC/30 Meeting.		the Secretariat	23-Mar-18	report the results and findings to the RASG-PA ESC/30 Meeting.	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC29	C	2	FS	FLIGHT DATA ANALYSIS PROGRAMME (FDMP)/ FLIGHT DATA ANALYSIS PROGRAMME FDAP IMPLEMENTATION IN THE NACC AND SAM REGIONS	That, in order to broaden FDMP/FDAP throughout the NACC and SAM Regions:					Valid
RASG-PA ESC29	C	2			a) States take note of the results of the CBA developed by RASG-PA FDAP Ad hoc working group for the implementation of FDAP on airplanes over 5 700 kg;		RASG-PA FDAP Ad hoc working group		implementation of FDAP on airplanes over 5 700 kg	Valid
RASG-PA ESC29	C	2			b) States and RSOOs encourage operator's review of the CBA document for them to decide their own implementation		States and RSOOs		operator's review of the CBA document	Valid
RASG-PA ESC29	C	2			c) States and RSOOs analyze the aviation safety benefits if an amendment to the aviation regulations is incorporated to request FDAP on aeroplanes above 5,700 Mass Take-off Weight (MTOW); and		States and RSOOs		analyze the aviation safety benefits if an amendment to the aviation regulations is incorporated to request FDAP on aeroplanes above 5,700 Mass Take-off Weight (MTOW)	Valid
RASG-PA ESC29	C	2			d) RASG-PA request the ICAO ANC to take note of the results of the CBA document and consider an amendment to Annex 6 Part I, FDAP Recommendation 3.3.1 and Standard 3.3.2 of Section 3.3, as follows:		RASG-PA and ICAO ANC		take note of the results of the CBA document and consider an amendment to Annex 6 Part I, FDAP Recommendation 3.3.1 and Standard 3.3.2 of Section 3.3	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC29	C	3	FS	ENHANCEMENT OF DATA COLLECTION	That, in order to enhance data collection, the Flight Safety Foundation:					Valid
RASG-PA ESC29	C	3			a) work with the PA-RAST co-chairs to determine the gaps in data collection that will serve the PA-RAST processes,		Flight Safety Foundation		determine the gaps in data collection that will serve the PA-RAST processes	Valid
RASG-PA ESC29	C	3			b) identify and prioritize desired information to be shared for effective safety improvements, and		Flight Safety Foundation		identify and prioritize desired information to be shared for effective safety improvements	Valid
RASG-PA ESC29	C	3			c) report the results of this task to the RASG-PA/ESC/31 Meeting.		Flight Safety Foundation	22-Feb-18	report the results of this task to the RASG-PA/ESC/31 Meeting	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC29	C	4	FS	PA-RAST DELIVERABLES	That, in order to make available and visible the deliverables accomplished by the RASG-PA PA-RAST:					Valid
RASG-PA ESC29	C	4			a) the PA-RAST shall prepare information packages on the accomplishments of PA-RAST DIPs for States awareness, as well as for DCA Meetings and Safety Directors Meetings;		PA-RAST		information packages on the accomplishments of PA-RAST DIPs	Valid
RASG-PA ESC29	C	4			b) the PA-RAST to follow-up on the actions agreed by the ESC, as detailed in paragraph 5.6;		PA-RAST		follow-up on the actions agreed by the ESC	Valid
RASG-PA ESC29	C	4			c) the Secretariat shall publish all PA-RAST deliverables and DIP information in the RASG-PA website, and		the Secretariat		publish all PA-RAST deliverables and DIP information in the RASG-PA website	Valid
RASG-PA ESC29	C	4			d) PA-RAST and Secretariat to report the results of these tasks to the RASG-PA/ESC/30 meeting		PA-RAST and Secretariat		report the results of these tasks to the RASG-PA/ESC/30 meeting RASG-PA/ESC/30 meeting	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC29	C	5	FS	FEEDBACK ON THE IMPLEMENTATION OF GLOBAL AVIATION SAFETY PLAN GASP AND RASG-PA	That, in order to seek feedback from States and Industry to identify actionable gaps in the implementation of ICAO Global Plans, following a more client-oriented and performance-based approach by the RASG-PA, the RASG-PA Secretariat (NACC and SAM Regional ICAO Offices):					Valid
RASG-PA ESC29	C	5			a) conduct a survey on the level of satisfaction and the performance results provided by RASG-PA;		the RASG-PA Secretariat (NACC and SAM Regional ICAO Offices)		urvey on the level of satisfaction and the performance results provided by RASG-PA	Valid
RASG-PA ESC29	C	5			b) in consultation and agreement with the ESC Members, develop an action plan based on the survey results; and		the RASG-PA Secretariat (NACC and SAM Regional ICAO Offices)		develop an action plan based on the survey results	Valid
RASG-PA ESC29	C	5			c) present the survey results and respective action plan to the RASG-PA Members by 30 June 2018 and inform them to the ICAO ANC		RASG-PA Secretariat (NACC and SAM Regional ICAO Offices)	30-Jun-18	present the survey results and respective action plan	Valid
RASG-PA ESC29	C	6	FS	RASG-PA PREPARATION FOR PIRG-RASG MEETING	That, in order to organize a common position and ideas for the RASG-PIRG coordination Meeting on 13 December, the PIRG-RASG Preparation Ad-hoc Group (Brazil, Canada, United States, IATA and ICAO (NACC and SVRSOP) prepare a paper to include RASG-PA's achievements, evolution/strengths and Coordination with GREPECAS, for the RASG-PA representative to present at the meeting by 7 December 2017.		the PIRG-RASG Preparation Ad-hoc Group (Brazil, Canada, United States, IATA and ICAO (NACC and SVRSOP)	31-Dec-18	prepare a paper to include RASG-PA's achievements, evolution/strengths and Coordination with GREPECAS	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC30	C	1	FS	AN/13 WORKING PAPER ON FLIGHT DATA ANALYSIS PROGRAMME IMPLEMENTATION IN THE NACC AND SAM REGIONS	That, in order to highlight the work achieved on the Flight Data Analysis Programme Implementation in the NACC and SAM Regions in the upcoming NACC/SAM DCAs and ANCONF/13 and other safety related events, the RASG-PA ESC Members will:		RASG-PA ESC Members		highlight the work achieved on the Flight Data Analysis Programme Implementation in the NACC and SAM Regions	Valid
RASG-PA ESC30	C	1			prepare working papers for the 2018 DCAs Meetings and the AN/CONF/13; and		RASG-PA ESC Members		prepare working paper	Valid
RASG-PA ESC30	C	1			report on this progress by RASG-PA ESC/31 Meeting		RASG-PA ESC Members		report progress by ESC/31 Meeting	Valid
RASG-PA ESC30	C	3	FS	SHARING OF SAFETY DATA ANALYSIS RESULTS FOR THE IMPLEMENTATION OF SAFETY IMPROVEMENTS	That, in order for States/Industry to implement safety improvements based on the Safety Data Analysis from the PA-RAST Group, the PA-RAST will show the results of the FDX at the different Regional ANS Implementation Group Meetings in the NACC and SAM Regions.		the PA-RAST		show the results of the FDX at the different Regional ANS Implementation Group Meetings in the NACC and SAM Regions	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC30	C	4	FS	PROJECT MANAGEMENT APPROACH FOR RASG-PA	That, in order to effectively deliver what is required in RASG-PA and GREPECAS, and to use a common language for a better integration of RASG-PA and GREPECAS, ICAO will:		ICAO		effectively deliver what is required in RASG-PA and GREPECAS, and to use a common language for a better integration of RASG-PA and GREPECAS	Valid
RASG-PA ESC30	C	4			analyze the available options to implement Project Management Techniques in the RASG-PA and GREPECAS work programme; and		ICAO		analyze the available options to implement Project Management Techniques in the RASG-PA and GREPECAS work programme	Valid
RASG-PA ESC30	C	4			recommend the best option by the RASG-PA-ESC/32 Meeting.		ICAO		recommend the best option by the RASG-PA-ESC/32 Meeting	Valid
RASG-PA ESC30	C	6	FS	IMPROVEMENT AND EXPANSION OF RASG-PA'S DATA SHARING PROCESS	That, in order to improve and expand RASG-PA's data sharing process		RASG-PA Group		improve and expand RASG-PA's data sharing process	Valid
RASG-PA ESC30	C	6			ACI-LAC and CANSO seek the sharing of their safety data to enhance data analysis and precision; and		ACI-LAC and CANSO		seek the sharing of their safety data to enhance data analysis and precision	Valid
RASG-PA ESC30	C	6			PA-RAST develop a plan for sharing and storing appropriate safety data with the ICAO Regional Office in order to develop risk-based safety improvements/implementation actions in the region;		the PA-RAST		develop a plan for sharing and storing appropriate safety data with the ICAO Regional Office	Valid
RASG-PA ESC30	C	6			PA-RAST, ACI-LAC, and CANSO report progress to the ESC/31 Meeting.		PA-RAST, ACI-LAC, and CANSO		report progress to the ESC/31 Meeting.	Valid

RASG-PA ESC MEETINGS CONCLUSIONS (C) AND DECISIONS (D)

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
RASG-PA ESC30	C	8	FS	HOSTING OF 2019 RASG-PA PLENARY	That, in order to plan and prepare the successful execution of the Tenth RASG-PA Plenary in 2019, States are invited to present their offer to host this meeting to the ICAO Regional Offices by 30 November 2018.		States	30-Nov-18	States are invited to present their offer to host this meeting to the ICAO Regional Offices	Valid
RASG-PA ESC30	D	2	FS	IDENTIFICATION OF SAFETY IMPROVEMENT AREAS FOR ANS SUPPORT ON RESOLUTION/ MITIGATION ACTIONS	That, in order to seek solutions and mitigations actions pertaining the ANS involvement for improving safety matters, the PA-RAST		the PA-RAST		seek solutions and mitigations actions pertaining the ANS involvement for improving safety matters	Valid
RASG-PA ESC30	D	2			notify those areas to the ICAO Regional Offices for ANS implementation support when required; and		the PA-RAST		notify those area for ANS implementation support	Valid
RASG-PA ESC30	D	2			identify areas of safety improvements		the PA-RAST		identify areas of safety improvements	Valid
RASG-PA ESC30	D	2			report to the RASG-PA ESC/31 Meeting on this progress		the PA-RAST		report to the RASG-PA ESC/31 Meetign	Valid
RASG-PA ESC30	D	7	FS	FOLLOW-UP AND COORDINATING TELECONFERENCES	That, in order to enhance the work and follow-up of the PA-RAST activities, the PA-RAST shall reestablish their follow-up teleconferences as soon as practical.		the PA-RAST		reestablish their follow-up teleconferences as soon as practical.	Valid

APPENDIX C

VALID CONCLUSIONS OF THE SEVENTH MEETING OF THE ICAO/LACAC NAM/CAR/SAM AVIATION SECURITY AND FACILITATION REGIONAL GROUP (AVSEC/FAL/RG/7)

Conclusion/Decision	Follow-up	Relevance for States
<p>Conclusion 7/1 - Effective reply to request for comments from the States on Amendment 16 to ICAO Annex 17, the GAsEP and other requests from ICAO</p> <p>That Civil Aviation Authorities of AVSEC/FAL/RG member States adopt the required measures to reply in a timely and effective manner ICAO State Letters, and principally with regards to Ref. AS 8/2.1-17/90 dated 6 July 2017, about Amendment 16 to Annex 17-Security; communication AS 8/1.19-17/84 dated 11 July 2017 on the GAsEP, and other requests.</p>	<p>After the meeting for the alignment of the Strategic Plan of the AVSEC/FAL Regional Group with the GAsEP (Lima, 7-11 May 2018), the final version of the GAsEP will be define in the Regional Conference on Aviation Security for the Americas and the Caribbean (Panama City, Panama, from 24 to 27 July 2018). A working paper, explaining the work on the GAsEP, will be prepared for the NACC/DCA/08.</p>	<p>Importance of AVSEC oversight by Appropriate Authorities to ensure effective and sustainable implementation of AVSEC SARPs as part of the AVSEC NAM/CAR and SAM Regional Roadmap aligned with the GAsEP.</p>
<p>Conclusion 7/2- Workshop on the Aviation security management systems (SeMS) programme</p> <p>a) the proposal of Colombia to host the First workshop on the Aviation Security Management Systems (SeMS) programme during the first semester of 2018 and prior to the AVSEC/FAL/RG/8 meeting is accepted; and</p> <p>b) that States consider their active participation in said workshop to share experiences, review the guidance material, and take concrete steps towards the development, implementation and prompt start-up of the SeMS in the States.</p>	<p>The first Workshop on Security Management System (SeMS) will be held in Bogota, from 18 to 21 September 2018.</p>	<p>Participation in this event will benefit CAAs AVSEC personnel and stakeholders as a tool of quality control of AVSEC system.</p>
<p>Conclusion 7/3- Report on the Coordination among States to standardise procedures for auditing their aviation security systems Programme</p> <p>That, in order to improve the work carried out by the One-stop security (OSS) Working Group, consideration be given to the audit protocols presented by Brazil, adapting them to the needs of the Project, incorporating them therein.</p>	<p>The developments of the Working Group on One-Stop Security (OSS) will be revised during the AVSEC/FAL/RG/8 in Mexico City from 13 to 17 August 2018.</p>	<p>N.B. The OSS verification process shall premised upon the States involved complying, at a minimum, with Annex 17 Standards.</p>

Conclusion/Decision	Follow-up	Relevance for States
<p>Conclusion 7/7 - Procedures for the implementation of the One-stop security (OSS) system</p> <p>That:</p> <p>a) the One-step security (OSS) project Working Group use the audit protocol model developed by Brazil as a guide;</p> <p>b) a one-stop security programme model be developed, based on a regulatory framework similar to the one developed by the Regional Safety Oversight Cooperation System (SRVSOP) for safety issues, known as the Latin American Aeronautical Regulations (LARs); and</p> <p>c) once this regulatory framework has been developed and implemented, consideration be given to the advantages of establishing a system for recognising the equivalence of the One Stop Security (OSS) inspections among the States of the Region in order to improve connectivity.</p>	<p>The developments of the Working Group on One-Stop Security (OSS) will be revised during the AVSEC/FAL/RG/8 in Mexico City from 13 to 17 August 2018.</p>	<p>N.B. The OSS verification process shall be premised upon the States involved complying, at a minimum, with Annex 17 Standards.</p>