



**GREPECAS Programmes and Projects Committee (PPRC) Fourth Virtual Meeting
 (ePPRC/04)
 Online, 21 – 22 April 2022**

**Agenda Item 3: Organizational and Administrative Activities of the GREPECAS
 3.1 Information of the Annual Report to Headquarters**

**ANNUAL REPORT TO THE ICAO ANC BY THE CAR/SAM REGIONAL PLANNING AND
 IMPLEMENTATION GROUP (GREPECAS/19)**

(Presented by the Secretariat)

EXECUTIVE SUMMARY

As part of the procedure for all PIRGS and RASGs, the ICAO Air Navigation Commission was informed on the last GREPECAS Plenary Meeting held jointly with the RASG-PA. The following Information paper provides a briefing on the relevant summary provided to the Air Navigation Commission (ANC) and the ANC comments to this last Plenary Report.

Furthermore, the ANC and the Air Navigation Bureau (ANB) jointly present a consolidated annual report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs), covering the period from April 2021 to March 2022. This annual report serves as the main tool for the ANC to evaluate implementation progress in the regions, showing not only the outcomes of PIRG and RASG meetings, but also on regional safety and air navigation implementation progress and challenges.

Strategic Objectives:

- Air Navigation Capacity and Efficiency
- Economic Development of Air Transport
- Environmental Protection

References:

- GREPECAS Procedure Handbook 7th edition, version 2.1
- GREPECAS/19 Meeting report:
<https://www.icao.int/NACC/Pages/meetings-2021-grp19.aspx>
- ANC-WP/9536 Review of the Report of the Nineteenth meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/19) (27 to 29 October 2021). and the Review of the Report of the eleventh meeting of the Regional Aviation Safety Group Pan America (RASG-PA/11) (28 October 2021 and on 4 November 2021)
- Council — 226th Session- WP 9578 Consolidated report on planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) for 2021-2022

1. Introduction

1.1 As part of the mandate to all the PIRGs, and as reflected in the GREPECAS Procedural Handbook paragraph 12.3: *GREPECAS will forward to the ICAO Council through the Air Navigation Commission (ANC), the report in each plenary meeting period, including the results of the consecutive meeting held with RASG-PA.*

1.2 The Nineteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/19) was held virtually, from 27 to 29 October 2021. One hundred and seventeen (117) participants attended the meeting from twenty-two (22) States and two (2) Territories of the CAR/SAM Regions, five (5) International Organizations, three (3) companies of the industry, and the ICAO Secretariat. A total of Twelve (12) Conclusions and two (2) Decisions were adopted.

1.3 The GREPECAS/19 was chaired by Mr. Hector Porcella and the vice-chairperson, Mr. Ary Bertolino. Mr. Melvin Cintron, Regional Director of the ICAO North American, Central American, and Caribbean (NACC) Regional Office, acted as Secretary of the Meeting and was assisted by officers from ICAO Headquarters and the NACC and SAM Regional Offices.

1.4 The ANC through its Working Group of the Whole for Strategic Review and Planning (ANC WG/SRP) reviewed in March 2022 the report of the nineteenth meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/19) together with the eleventh meeting of the Regional Aviation Safety Group - Pan America (RASG-PA/11). The ANC WG/SRP reviewed the two reports on 1 March 2022. The GREPECAS/19 part of the report was presented to the WG/SRP by Brig. Ary Rodriguez Bertolino (Brazil) and the RASG-PA/11 part was presented by Mr. Javier Vanegas (CANSO). The WG/SRP thanked the chairpersons, vice-chairpersons and the Secretariat for their time and effort in the preparation of a very detailed and useful presentation to the SRP.

1.5 The ANC review of the SRP Report on the GREPECAS and RASG-PA meeting took place on 16 March 2022. A consolidated annual report on the progress and outcomes of the PIRG and RASG activities, as well as progress made in the regional implementation of the GANP and GASP, covering the period from April 2021 to March 2022 is being prepared for its presentation to the ICAO Council. The information is summarized and includes matters being coordinated between the GREPECAS and RASG-PA.

2. Discussion

2.1 The ANC noted that GREPECAS/19 and the RASG-PA/11 virtual meeting arrangements were necessitated by the exceptional circumstances related to the COVID-19 pandemic and related travel and meeting restrictions, which prevented a face-to-face meeting.

2.2 The ANC noted with satisfaction the quality and very usefulness of the GREPECAS/19 and RASG-PA/11 Reports, which reflects very good progress in the Regions. It was noted that in spite of the challenges faced during the pandemic, the CAR and SAM Regions continues to address the aviation needs in detail. The WG/SRP was presented with the main achievements and challenges faced during 2021 in the CAR and SAM Regions.

2.3 The ANC noted the COVID-19 challenges faced and that, with the assistance of ICAO, the States were able to mitigate the impact of the COVID-19 pandemic using the document Take-off in the CAR/SAM Regions. It was noted that several Regional Guidance and assistance documentation were developed as preventative measures for ATS and ANS personnel. It was noted that the air navigation services providers benefited from the guidance and follow-up on ANS matters related to COVID-19 preventive measures.

2.4 The ANC noted that the GREPECAS implementation mechanism was enhanced through the strengthening of regional entities such as the CAR/SAM Regional Bird/Wildlife Hazard Prevention Committee (CARSAMPAF), the Latin American and Caribbean Association of Airfield Pavements, (ALACPA) and Scrutiny Working Group (GTE), and that more involvement of industry Partners like ACI was encouraged.

2.5 The ANC noted that to increase efficiency, GREPECAS updated their Procedural Manual to comply with the PIRGs Terms of Reference (ToRs) and the Global Air Navigation Plan (GANP) Targets/visions, to strengthen working mechanism and to introduce data driven decision making approach. It was also noted an increase in the number of participants in the PREPECAS meeting since the introduction of virtual meetings mode.

2.6 The ANC noted the implementation of a Prototype GREPECAS Dashboard on its website which will allow it to present the status of ANS implementation in the CAR/SAM Regions, using regional indicators. This prototype of Dashboard is also expected to help improving the implementation of the ANS, as well as the efficiency of programmes and projects, through monitoring, control, and effectiveness measurement mechanisms. A complete GREPECAS Dashboard with actual data is planned to be presented at the 20th meeting of GREPECAS. In addition, a mechanism for measuring, collecting, processing, storing and graphically presenting the dashboard indicators/metrics will be available to the States.

2.7 With regards to the updating of the CAR/SAM Regional Air Navigation Plan (RANP), the WG/SRP noted the work thereon undertaken by the GREPECAS, with specifically the development of the Volume III, but also the updates needed on Volume I and volume II. In this connection, it was recalled that ICAO had formed an interregional Working Group to prepare a Standardized Template for Volume III of the RNAPs. The ANC was further informed that a Project was designed for the review of Volume I and Volume II of the CAR/SAM e-ANP and for processes related to preparing and managing this eANP, with a view to ensuring a solid base for building the Volume III of the RANP along with facilitating consistent and systemic update of the RANP.

2.8 Regarding the implementation performance, the ANC noted that CAR/SAM States have reached an agreement on an initial list of Key Performance Indicators (KPIs) to be used for performance monitoring. The ANC was informed that a dashboard was established to present the information. It was, however, reported that States in the CAR/SAM Regions show different levels of performance and moreover, many of them do not provide, in a timely manner, the necessary data to feed in the dashboard.

2.9 As part of the achievements of the GREPECAS, the ANC noted that several regional documents were approved for implementation. These documents included amongst others, SNOWTAM Emission Guide for the CAR/SAM Region, Guide for the GREPECAS Airport Collaborative Decision Making (A-CDM) implementation, Manual for Points of Contact accredited to CARSAMMA. In addition to these documents, the GREPECAS provided supporting activities for GRF Implementation as well as for improvements to Five-Letter Name Codes (5LNCs) management in the CAR/SAM Regions.

2.10 The ANC noted that many States of the CAR/SAM regions benefitted from webinars to assist them in addressing the corrective action plans developed following the Global Campaign for NOTAM Improvement. States with old NOTAMS were identified and reminded of the State letters issued related to Phase 1 on old NOTAMs for these States to take necessary actions.

2.11 The ANC also that the International OPMET Data Bank of Brasilia is ready to receive OPMET data in alphanumeric format and ICAO Meteorological Information Exchange Model (IWXMM) Version 3.0, and that exchange tests in IWXXM format have been successfully carried out with Argentina, Cuba, Guyana, Ecuador, and Paraguay.

2.12 As to the RVSM performance, the ANC noted that operations in the RVSM airspace have been maintained within the acceptable level of safety and that the Regions continue to work to improve the performance. As an illustration, the coordination errors between ATC units which were identified as the main causes of Large Height deviations (LHD) observed in the CAR/SAM regions are bien addressed through the implementation of AIDC, AMHS, ADS-B as well as the surveillance data exchange. Additional initiatives to improve the RWSM performance in the regions include the harmonization of the Manual for Point of Contacts accredited to CAR/SAM Monitoring Agency (CARSAMMA) with the guidelines of CARSAMMA in order to improve functional duties of the PoCs, and optimize the quality of data provided by the States to CARSAMMA.

2.13 With regards to the collection of ANS deficiencies, the ANC noted GREPECAS/19's request to consider the need to update and harmonize the procedure for the collection of data on ANS deficiencies. Notwithstanding the foregoing, the ANC noted, with satisfaction that, overall, there was a significant reduction in the number of identified ANS deficiencies in the GREPECAS member States. It was indicated that the GREPECAS work programme for 2022/2023 is designed to address the GANP implementation gaps in the Regions.

2.14 Regarding the management of GANP ANS Indicators, the ANC noted the concerns raised that some States in the Regions do not provide the requested data or do not submit them properly, making it difficult for GREPECAS to have sufficient and complete data to properly assess progress. In this regard, the ANC noted the GREPECAS/19's request to consider the need to establish a reliable data source to populate the dashboard and to develop harmonized ANS indicators for common acceptance and reporting of ANS implementation.

2.15 In concluding its review of the Report of the GREPECAS/19, the ANC noted the Decisions and Conclusions adopted thereon, which are intended to address the deficiencies and challenges faced by the air navigation system in the Regions. The WG/SRP believed that a sound implementation of these Decisions and Conclusions would provide significant improvement to the capacity and the efficiency.

2.16 In summary of the review of the GREPECAS report by the air navigation commission (ANC), it was mentioned:

- It was noted with satisfaction the quality and very usefulness of the GREPECAS/19 and RASG-PA/11 Reports, which reflects very good progress in the Regions. The Commission noted as in other Regions, an increase in the number of participants in the GREPECAS meeting since the introduction of virtual meetings mode. About the updating of the CAR/SAM Regional Air Navigation Plan (RANP), the ANC noted the work thereon undertaken by the GREPECAS, with specifically the development of the Volume III, but also the updates needed on Volume I and volume II.

- With regards to implementation performance, the Commission noted that CAR/SAM States have reached an agreement on an initial list of Key Performance Indicators (KPIs) to be used for performance monitoring. The Commission noted that many States of the CAR/SAM regions benefitted from webinars to assist them in addressing the corrective action plans developed following the Global Campaign for NOTAM Improvement.
- The Commission noted that operations in the RVSM airspace have been maintained within the acceptable level of safety and that the Regions continue to work to improve the performance. It was noted that the coordination errors between ATC units that were identified as the main causes of Large Height deviations (LHD) observed in the CAR/SAM regions. This is addressed through the implementation of AIDC, AMHS, ADS-B as well as the surveillance data exchange.
- The Commission was informed that additional initiatives to improve the RVSM performance in the regions include the harmonization of the Manual for Point of Contacts accredited to CAR/SAM Monitoring Agency (CARSAMMA) with the guidelines of CARSAMMA in order to improve functional duties of the PoCs, and optimize the quality of data provided by the States to CARSAMMA. The Commission noted, with satisfaction that, overall, there was a significant reduction in the number of identified ANS deficiencies in the GREPECAS member States.
- The Commission noted the concerns raised that some States in the Regions do not provide the requested data or do not submit them properly, making it difficult for GREPECAS to have sufficient and complete data to properly assess progress. The Commission noted the need to establish a reliable data source to develop harmonized ANS indicators for common acceptance and reporting of ANS implementation.

2.17 The **Appendix** to this paper shows the annual updates – latest information, from GREPECAS/19. This information is crucial for the Commission to identify similar challenges reported across different regions that needs to be categorized and addressed at the global level.

3. Conclusions

3.1 The ANC noted with satisfaction the quality and very usefulness of the GREPECAS/19 report, reflecting a very good progress in the CAR and SAM regions.

3.2 The ANC noted the increase in the number of participants in the GREPECAS meeting since the introduction of virtual meetings mode.

3.3 The ANC noted the work thereon undertaken by the GREPECAS, with specifically the development of the Volume III, but also the updates needed on Volume I and volume II.

3.4 With regards to implementation performance, the ANC noted that CAR/SAM States have reached an agreement on an initial list of Key Performance Indicators (KPIs) to be used for performance monitoring.

3.5 The ANC noted that operations in the RVSM airspace have been maintained within the acceptable level of safety and that the Regions continue to work to improve the performance. It was noted that the coordination errors between ATC units were addressed through the implementation of AIDC, AMHS, ADS-B as well as the surveillance data exchange.

3.6 The ANC noted, with satisfaction that, overall, there was a significant reduction in the number of identified ANS deficiencies in the GREPECAS member States.

3.7 The ANC noted the concerns raised that some States in the Regions do not provide the requested data or do not submit them properly, making it difficult for GREPECAS to have sufficient and complete data to properly assess progress as well as the need to establish a reliable data source to develop harmonized ANS indicators for common acceptance and reporting of ANS implementation

APPENDIX
SUMMARY OF GREPECAS REGIONAL IMPLEMENTATION PROGRESS
APRIL 2021 – MARCH 2022

REPORT ITEM	GREPECAS/19
<p>Regional action plan for GANP or GASP implementation</p> <p>CAR/SAM regional safety and air navigation priorities and target</p>	<ul style="list-style-type: none"> • Preparation of a CAR/SAM Project for the construction of Volume III, whose activities include: <ul style="list-style-type: none"> ○ Review and Update of Volumes I and II; ○ Design and preparation of Volume III; and ○ Preparation and approval of the Management Procedure of the Master of the e-ANP CAR/SAM. • SAM RO organized and delivered three Workshop on the preparation of Vol. III of the e-ANP during 2021. • SAM RO organized and delivered four session of formulation and preparation of performance indicators • Within the CAR/SAM regional air navigation priorities and targets, the following items, subject to the upcoming 2022 ANP review, shall be: <ul style="list-style-type: none"> ○ GREPECAS Leadership- improvements (Establishment of New Data analysis Group - process paused due to change of Rapporteur, until further notice - , Projects revision and other enhancements); ○ PBN Implementation: indicators/ CAR/SAM PBN Airspace concept implementation/ ATS routes optimization- planning; ○ CAR Flight Procedure Design Programme (FPP) ICAO NACC—COCESNA Agreements for Central American (6 States) initially; ○ Infrastructure focused: <ul style="list-style-type: none"> • AIDC implementation; • Regional Network availability and efficiency; • GNSS based on new PBN Airspace Concept; • ADS-B implementation; • CPDLC oceanic; and • ASBU B1 assessment; ○ ATS Contingency- Enhance coordination and NACC Emergency Response Centre establishment; ○ AMET: MET Work programme and Targets and OPMET/SIGMET Performance; ○ AIM: PANS-AIM target implementation and AIM Tracking web site – Implementing ○ RPAS/ UAS assistance; ○ Cybersecurity assistance; ○ Aerodrome certification, Airport Master planning and A-CDM assessment; ○ ATFM – Military / Civil Coordination: work programme and indicators, procedures enhancement; and ○ SAR enhancement: work programme and indicators and support GADSS.
<p>Key PIRG/RASG activities and achievements in 2021</p>	<ul style="list-style-type: none"> • During this timeframe (April 2021-March 2022), GREPECAS organized: <ul style="list-style-type: none"> ○ ePPRC/3. held on August 31st. to September 1st, 2021, to continue Planning and Implementation activities of the GREPECAS, on ANS, in the recovery of aviation due to the contingency of COVID-19; the results and progress of GREPECAS programmes and projects, and progress on the implementation of ANS monitoring and reporting and the Data Analysis Working Group (DAWG) ○ First GREPECAS Data Analysis Working Group (DAWG/1) Meeting, 24 August 2021 ○ CAR/SAM Planning and Implementation Regional Group (GREPECAS) Twenty First Scrutiny Working Group Meeting (GTE/21)- 16-20 August, 2021 ○ Technical Meeting GREPECAS – RASG-PA: This meeting was held on 25 March 2021 and was prepared as a first approach between the GREPECAS-RASG-PA Task Forces to initiate the coordination for the GREPECAS-RASG-PA Back to Back Meeting. ○ In 2021, there was the first GREPECAS and RASG-PA technical teams’ coordination meeting. Both groups plan to have similar meetings every year. ○ GREPECAS/19 Meeting from 27-29 October, 2021

REPORT ITEM	GREPECAS/19
	<ul style="list-style-type: none"> ○ first back-to-back meeting between RASG-PA and GREPECAS/19 took place 28 October 2021. <p>MET</p> <ul style="list-style-type: none"> • Coordinated interregional monitoring activities to assist States in resolving deficiencies related to the implementation of Annex 3 SARPs for SIGMET and OPMET during the 2021 extremely active and record-breaking 2021 Atlantic hurricane season. • IWXXM interoperability tests on the Aeronautical Message Handling System (AMHS) between Cuba, United States, and Central America led by MEVA ANI/WG. • Dissemination of: <ul style="list-style-type: none"> ○ the guidelines for the implementation of Operational Meteorological Information (OPMET) data exchange in IWXXM format; and ○ the Plan and Roadmap for Meteorology in SWIM. • Assistance per individual State for the resolution of longstanding MET deficiencies. • Assistance to streamline the implementation of the classification scheme for Aeronautical Meteorology personnel in accordance with the provisions of ICAO Annex 1 and Annex 3 and WMO Technical Regulations. • Virtual sessions to Central American and Caribbean States for the increase of the Safety Oversight capabilities on the MET service providers. • Volcanic ash exercise carried out in SAM Region. • Follow-up to four exercises on Advisory Notices on Space Weather and a real case. Feedback was sent to the ICAO MET Panel Task Force on Space Weather. • Follow-up to the implementation of the OPMET exchange in IWXXM format: so far, three States of the SAM Region are in a position to carry out the task (Argentina, Brazil and Guyana). • Tests of exchange of OPMET messages in IWXXM format between the International OPMET Databank of Brasilia and the States of Argentina, Cuba, Ecuador, Guyana and Paraguay, • Monitoring of the efficiency of the OPMET Exchange: The control procedure with the OPMET Bank of Brasilia has been reviewed. • Thirteen (13) CAR/SAM States implemented and certified QMS/MET. <p>AIM</p> <ul style="list-style-type: none"> • 13 CAR/SAM States implementing QMS/AIM and certificate the majority of them. • SAM/AIM was carried out with the participation of 76 delegates from the States of the SAM Region and 5 representatives of the industry. • Progress in the availability of information related to terrain and obstacles (TOD) in four States of the SAM Region. • Three States of the SAM Region have an AIP in electronic format (e-AIP). • CAR States almost 85 % completed for AIM Phase 1 WGS-84 AIRAC QMS and monitoring Annex differences EFOD. • AIM Collaborative Plan for CAR Region will be implemented by 2nd.semester of 2022 • CAR/AIM developed a Workshop on Data Sets Management and eCharts (Nov 2021) <p>ATM /SAR</p> <ul style="list-style-type: none"> • More integration of the NACC and SAM Regional Offices with the increase of joint plans and activities. • LHD events due to coordination errors between adjacent FIRs in air traffic management. The ICAO NACC Office implemented a hands-on strategy to address LHD hotspots. • Increased operations of Remotely Pilot Aircraft System (RPAS) in non- segregated airspace resulting in ATS incidents occurring in the CAR/SAM airspace. • 85% of the States have made capacity calculation in order to plan the implementation of the ATFM. • SAM Region (Resolution A37 – 11): PBN Implementation: 87.9%. PBN implementation on SIDs: 66% and STARS: 50.7%. • CAR Region (Resolution A37 – 11): PBN Implementation: 58.1%. PBN implementation on SIDs: 42.3% and STARS: 38.6%. • Several ATS routes coordination meetings/PFA CAR/SAM eANP Vol. II draft.

REPORT ITEM	GREPECAS/19
	<ul style="list-style-type: none"> • PBN workshop conducted. • All CAR Region FIR approved temporary direct flights/user preferred routes. • Reduction longitudinal separation between key CAR FIRs. • Regional workshops and meetings on ATFM and A-CDM. • Update the CAR/SAM ATFM CONOPS to include CAR/SAM ATFM/CDM Regional Training Programme-ATFM Training Requirements and Regionally Agreed ATFM Key Performance Indicators. • Annual review and update of ATM contingency plans. • Compiled guidance for Air Traffic Services Provision Guidance for Operation in a COVID-19 Context and provided related workshops. • Regional ATS routes (RNAV – 5 implementation/optimization) were published by CAR SAM states, including the third slot agreed at ATSRO/10 meeting (July 2019, Bogotá) and the first slot agreed at ANI/WG/PBN/TF/OPT (Virtual, 20 – 23 October 2020). AIP/SUP publication with effective date 20 May 2021. • SAR exercises (virtual mode) were held by French Guiana – Brazil and Argentina –Uruguay. Participation of CAR/SAM states observers was achieved. <p>CNS</p> <ul style="list-style-type: none"> • The SAM Region has already implemented AMHS in all States (14 in total). AMHS interconnections, the SAM Region increases the interconnections to 31. • NACC Region complete a 95% of AMHS implementation of AMHS, as now all NAM/CAR FIRs share their aeronautical information through the AMHS. Haiti is in the process to put in operational its AMHS. With the implementation of Haiti, all States in NAM/CAR Regions will have completed their AMHS implementation. • ADSC and CPDLC in operational phase in four FIRs. Canada, United States have these services operational, Central America FIR has ADS-C and CPDLC were operational since June 2020 and Trinidad and Tobago is development operational test, finally Mexico contracted a new ATC software update and its plan to implement ADS-C/CPDLC by 2023. • Operational test for IWXXM messages were development to test the AMHS/CAR platform. Test between United States and Cuba were finished and test between COCESNA and Cuba are under development. • The process for request for Information (RFI) for the new CAR communication network (CANSNET Network) was finished with the participation of ten different vendors. Due the COVID-19 the project was delay and it was necessary to extent the actual MEVA provide contract by 2025, meanwhile a Request for proposal of the new network will be complete by the end of 2022. • Solving the difficulties in integrating communication systems to manage AIDC and other surveillance facilities between adjacent FIRs. 70% of the NAM/CAR Regions coordinate air traffic through automated protocols. Several coordination problems were resolved with the implementation of AIDC between Central America FIR and Ecuador. • New AIDC implementation are under operational testing: • ACC/APP coordination between COCESNA (ACC Centro America FIR) and Belize and between COCESNA and Costa Rica. • AIDC implementation between Jamaica and Cuba, which is under test. • Operational test between United States and Cuba and Dominican Republic were completed using NAM/ICD protocol class II. • High rate of missing or errors on flight plans encountered in some States is the main area on improvement. NACC States reduced 70% of flight plans errors through the implementation of mitigation activities to avoid flight plan errors, creating procedures and sharing lesson learned thought the NACC AIDC Task Force. • Around 75% of CAR States share surveillance data. • Activities to support NACC States about RPAS/UAS regulatory implementation started on November 2020 with ICAO HQ support with the first NACC/SAM workshop on November 2020.

REPORT ITEM	GREPECAS/19
	<ul style="list-style-type: none"> • ADS-B data integration was completed on Barbados and currently NACC States are working to have it operational. • Workshops to cover technical aspect to the ADS-B implementation were development for NACC and SAM Region on January and February 2021. • NACC Office worked with CAR States through different workshop to support their cybersecurity implementation for all air navigation systems. A manual to cover cybersecurity policy was development to support CAR States in their cybersecurity analysis for Air Navigation Services. • To support CAR States during the Covid-19 pandemic, several assistance and workshops were provided with the aim to support CNS maintenance such as MEVA network, AMHS database, etc. • Work in conjunction with the industry to support CAR States, was conducted in the following implementation: <ul style="list-style-type: none"> ○ With CANSO and METRON to provide ATFM database (software in place) to facilitate the planification for recovery operation; ○ With CANSO, AIRBUS and the FAA in cybersecurity; ○ With the FAA in RPAS/UAS implementation and ADS-B technical workshop; and ○ With industry (THALES, INDRA, etc.) in Technical ADS-B workshops. • A process was in development for NAM/CAR Region to ensure that NACC States support ICAO position for the WRC-23. <p>AGA</p> <ul style="list-style-type: none"> • 136 international airports out of 256 (AOP Table) in the CAR/SAM regions were certified. In the CAR Region 88 international aerodromes out of 152 were certified, which means 58% certified, plus four more aerodromes certified in the CAR Region (November 2020), increasing the regional percentage from 58% to 61%. In the SAM Region 48 out of 104 were certified, which means 46% certified. • Over an 11%, increase year to year from 2018 to 2019 on aerodrome certification figures for the SAM Region. A jump from 34% to 45%. • New approved GREPECAS projects on Airport CDM and Airport Planning for the CAR/SAM Regions. • Developed generic composition and ToR for the establishment of a Runway Safety Team and a checklist to ensure its implementation properly. • NAM/CAR webinar conducted on Runway safety and Global Reporting Format (GRF) on runway conditions. • A specific CAR webinar provided on Runway safety and Global Reporting Format (GRF) on runway conditions for OECS states. • Two CAR webinar provided on Global Reporting Format (GRF) on runway conditions for CAR States and Territories • CAR webinar conducted on Public Health Corridor Application.