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**Ninth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation
(NACC/DCA/09)**

Port-of-Spain, Trinidad and Tobago, 25 to 27 June 2019

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

VALID CONCLUSIONS AND DECISIONS FROM REGIONAL IMPLEMENTATION GROUPS MEETINGS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
The lists of valid Conclusions and Decisions of regional implementation groups are presented for information in Appendices A (GREPECAS) and B (RASG-PA) respectively.	
<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 Thirty First Regional Aviation Safety Team – Pan America Executive Steering Committee Meeting (RASG-PA ESC/31), Buenos Aires, Argentina, 8 to 9 November 2018• Report of the Thirty Second Regional Aviation Safety Group – Pan America Executive Steering Committee Meeting (RASG-PA ESC/32) Mexico City, Mexico 19 to 20 March 2019

1. Introduction

1.1 The NACC/DCA/8 meeting was held from 31 July to 2 August 2018 in Ottawa, Canada, whereas the different regional groups have met as follows:

- Eighteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18), Punta Cana, Dominican Republic, 9 to 14 April 2018
- Thirty First Regional Aviation Safety Team – Pan America Executive Steering Committee Meeting (RASG-PA ESC/31), Buenos Aires, Argentina, 8 to 9 November 2018

- Thirty Second Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (RASG-PA ESC/32) Mexico City, Mexico 19 to 20 March 2019

2. Considerations

2.1 The Appendices are provided for awareness and consideration by the DCAs, so that due note be taken on the impact, relevance to State and follow-up of conclusions by States, especially the following main actions:

- improvements and enhancement actions being taken by RASG-PA and GREPECAS
- 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.
- Implementation of the Global Air Navigation Plan (GANP) and the ICAO Global Aviation Safety Plan (GASP) requirements.

2.2 The regional group work plan and conclusions were approved by States by fast track.

2.3 GREPECAS will hold its PPRC meeting in July 2019 and its plenary in June 2020. In the case of RASG-PA, the Tenth Regional Aviation Safety Group — Pan America Plenary Meeting being held in Quito, Ecuador, 20-21 June 2019, its results will not yet be available for the NACC/DCA/9 meeting and only the Pan America Executive Steering Committee's ones are shown.

2.4 Considering the 40th ICAO Assembly in 2019, the discussions to be developed by RASG-PA and GREPECAS' plenaries to address the ICAO Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP) accomplishments and the forthcoming work plan aligned with the new ICAO 2020-2022 triennium should be noted.

3 Conclusion

3.1 The Meeting is encouraged to participate at the regional groups considering the improvements foreseen in their mechanism and their conclusions/decisions and note the impact/relevance of each conclusion and decision for State/region's benefits.

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 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 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 the aeronautical meteorology units of air navigation services in the short and medium term; and</p> <p>d) inform the respective ICAO Regional Offices at GREPECAS/18 about their plans to develop and conduct aeronautical meteorology training courses aligned with the</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>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,</p> <p>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</p> <p>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>
<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.</p> <p>Efficient use of resources from ICAO and States.</p>

Conclusion/Decision	Follow-up	Relevance for States
<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 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>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>
<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>

Conclusion/Decision	Follow-up	Relevance for States
<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>
<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</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>United States use the NAM / ICD Protocol Version E or higher as the basis for its implementation.</p>		
<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 the region; and</p> <p>c) States and IATA to commit themselves to</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
implement mechanisms to solve errors in flight plans that may result of the meeting in Lima, before the end of December 2018.		
<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 "Safety implementation and aerodrome certification project".</p>	The two projects F1 and F2 were merged in project F with several tasks and activities respectively.	Optimize the operation of Regional Groups.
<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>	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.	To initiate the certification of international airports designated in the ICAO Air Navigation Plan.
<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), 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</p>	This requirement has been finalized through State Letter E.OSG - NACC73143 dated 2 May 2018.	Updated Procedural Handbook.

Conclusion/Decision	Follow-up	Relevance for States
for updating the handbook.		
<p>CONCLUSION 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>

APPENDIX B

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/23/D/1 – PARAST ToR for Tactical GoTeam To be drafted by Dec 2018 for approval for Fast Track and inclusion to RASG-PA as applicable.</p>	PARAST ToR for Tactical GoTeam	PA-RAST Gabriel Acosta	PA-RAST ToR development to be presented as a PA-RAST project to the ESC before the RASG-PA Plenary.	Superseded by RASG-PA ESC/32/D4. To be managed as part of a PA-RAST Project.
<p>RASG-PA/ESC/29/C/3 - ENHANCEMENT OF DATA COLLECTION That, in order to enhance data collection, the Flight Safety Foundation:</p> <ul style="list-style-type: none"> a) work with the PA-RAST co-chairs to determine the gaps in data collection that will serve the PA-RAST processes, b) identify and prioritize desired information to be shared for effective safety improvements, and c) report the results of this task to the RASG-PA/ESC/31 Meeting. 	Data Enhancement	Flight Safety Foundation	Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.	Superseded by RASG-PA ESC/32/D4. To be managed as part of a PA-RAST Projects, and each project will address specific data needs as necessary.
<p>RASG-PA ESC/29/C/4 PA-RAST DELIVERABLES That, in order to make available and visible the deliverables accomplished by the RASG-PA PA-RAST:</p> <ul style="list-style-type: none"> 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; b) the PA-RAST to follow-up on the actions agreed by the ESC, as detailed in paragraph 5.6; c) the Secretariat shall publish all PA-RAST deliverables and DIP information in the RASG-PA website, and d) PA-RAST and Secretariat to report the results of these tasks to the RASG-PA/ESC/30 meeting. 	Make available and visible the deliverables accomplished by the RASG-PA PA-RAST	PA-RAST	PA-RAST to be present past deliverables as a PA-RAST project to the ESC before the RASG-PA Plenary	Superseded by RASG-PA ESC/32/D4. To be managed as part of a PA-RAST Project.

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA/ESC/29/C/5 - FEEDBACK ON THE IMPLEMENTATION OF GLOBAL AVIATION SAFETY PLAN GASP AND RASG-PA</p> <p>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):</p> <ol style="list-style-type: none"> conduct a survey on the level of satisfaction and the performance results provided by RASG-PA; in consultation and agreement with the ESC Members, develop an action plan based on the survey results; and present the survey results and respective action plan to the RASG-PA Members by 30 June 2018 and inform them to the ICAO ANC. 	Survey on the level of satisfaction and the performance results provided by RASG-PA/ action Plan	ICAO NACC and SAM Offices	Secretariat to follow-up with FSF and report to the ESC on 5 May 2019.	Completed
<p>DECISION RASG-PA ESC/30/2 IDENTIFICATION OF SAFETY IMPROVEMENT AREAS FOR ANS SUPPORT ON RESOLUTION/ MITIGATION ACTIONS</p> <p>That, in order to seek solutions and mitigations actions pertaining the ANS involvement for improving safety matters, the PA-RAST:</p> <ol style="list-style-type: none"> identify areas of safety improvements; notify those areas to the ICAO Regional Offices for ANS implementation support when required; and report to the RASG-PA ESC/31 Meeting on this progress. 	identify areas of safety improvements	PA-RAST	PA-RAST to report progress	Superseded by RASG-PA ESC/32/D4. To be managed as part of a PA-RAST MAC data analysis process and projects.
<p>RASG-PA ESC/30/C/3 - SHARING OF SAFETY DATA ANALYSIS RESULTS FOR THE IMPLEMENTATION OF SAFETY IMPROVEMENTS</p> <p>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.</p>	Show the results of the FDX to the different Regional ANS Implementation Group Meetings in the NACC and SAM Regions	PA-RAST	<p>In 2018 safety data analysis was presented at SAM/IG but not to ANI (WG. RASG-PA to present to GREPECAS PPRC.)</p> <p>Secretariat did a follow-up with FSF and report to the ESC on 5 May 2019.</p>	Completed

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/30/C/4 - PROJECT MANAGEMENT APPROACH FOR RASG-PA</p> <p>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:</p> <p>a) analyze the available options to implement Project Management Techniques in the RASG-PA and GREPECAS work programme; and</p> <p>b) recommend the best option by the RASG-PA-ESC/32 Meeting.</p>	<p>Inform on the best option - available options to implement Project Management Techniques in the RASG-PA and GREPECAS work programme</p>	<p>ICAO NACC/SAM Offices</p>	<p>Secretariat will develop a PMO manual by ESC/33.</p> <p>Work on going. Initiative is also being work with GREPECAS as concluded in GREPECAS/18 Meeting (2018)</p> <p>GREPECAS Work programme is defined. RASG-PA to present its work programme at ESC/32. With this information, ICAO will decide on best options. Proposed to be delivered by ESC/33.</p>	<p>Valid (Secretariat will develop a PMO manual by ESC/33)</p>
<p>RASG-PA ESC/30/C/5 - BASELINE ANALYSIS FOR RASG-PA TO ENHANCE ITS PERFORMANCE AND COORDINATION WITH GREPECAS</p> <p>That, in order to optimize RASG-PA performance and its coordination process with GREPECAS, that the ICAO NACC and SAM Regional Offices use the survey results and other means to:</p> <p>a) conduct a baseline analysis for RASG-PA;</p> <p>b) evaluate/propose a process to enhance this coordination between RASG-PA and GREPECAS; and</p> <p>c) report by the RASG-PA ESC/32 Meeting</p>	<p>conduct a baseline analysis for RASG-PA and propose process to enhance this coordination between RASG-PA and GREPECAS</p>	<p>ICAO NACC and SAM Regional Offices</p>	<p>That, in order to optimize RASG-PA performance and its coordination process with GREPECAS, that the ICAO NACC and SAM Regional Offices use the survey results and other means to:</p> <p>a) conduct a baseline analysis for RASG-PA;</p> <p>b) evaluate/propose a process to enhance this coordination between RASG-PA and GREPECAS; and</p> <p>c) report by the RASG-PA ESC/32 Meeting</p>	<p>Completed</p>

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/30/C/6 IMPROVEMENT AND EXPANSION OF RASG-PA'S DATA SHARING PROCESS That, in order to improve and expand RASG-PA's data sharing process;</p> <p>a) 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;</p> <p>b) ACI-LAC and CANSO seek the sharing of their safety data to enhance data analysis and precision; and</p> <p>c) PA-RAST, ACI-LAC, and CANSO report progress to the ESC/31 Meeting.</p>	<p>Plan for sharing and storing appropriate safety data</p> <p>sharing of their safety data to enhance data analysis and precision</p>	<p>PA-RAST</p> <p>ACI-LAC and CANSO</p>	<p>That, in order to improve and expand RASG-PA's data sharing process;</p> <p>a) 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;</p> <p>b) ACI-LAC and CANSO seek the sharing of their safety data to enhance data analysis and precision; and</p> <p>c) PA-RAST, ACI-LAC, and CANSO report progress to the ESC/31 Meeting.</p>	<p>Valid</p> <p>Confirmation from CANSO and ACI is still pending.</p>
<p>RASG-PA ESC/31/D/5 - RASG-PA/GREPECAS COORDINATION OVER ATC LANGUAGE PROFICIENCY REQUIREMENTS That, the RASG-PA Secretariat coordinate with GREPECAS Secretariat (ICAO NACC Office) regarding both groups initiatives on ATC language proficiency requirements and present a report to ECS/32</p>	<p>Report to ECS/32 on initiatives on ATC language proficiency requirements.</p>	<p>Secretariat</p>	<p>That, the RASG-PA Secretariat coordinate with GREPECAS Secretariat (ICAO NACC Office) regarding both groups initiatives on ATC language proficiency requirements and present a report to ECS/32</p>	<p>Completed</p>
<p>RASG-PA ESC/31/C/2 - IMPLEMENTATION OF COLLABORATIVE SAFETY TEAMS AS PART OF THE STATE SAFETY PROGRAMME (SSP) Collaborative Safety Teams (CSTs) implementation to be considered as RASG-PA initiatives, supported by ICAO NACC and SAM Regional Offices, and IATA.</p>	<p>Collaborative Safety Teams (CSTs) implementation considered as RASG-PA initiative</p>	<p>ICAO NACC and SAM Regional Offices, and IATA</p>	<p>Collaborative Safety Teams (CSTs) implementation to be considered as RASG-PA initiatives, supported by ICAO NACC and SAM Regional Offices, and IATA.</p>	<p>Completed</p>
<p>RASG-PA ESC/31/C/3 - RASGPA GUIDANCE IN MAINTAINING RUNWAYS IN ACCORDANCE TO ICAO ANNEX 14 VOL. I ALACPA to keep the Guidance for maintaining runways of RASG-PA updated, according to ICAO's Annex 14 in the three available languages (English, Spanish and Portuguese).</p>	<p>Updated guidance for maintaining runways of RASG-PA</p>	<p>ALACPA</p>	<p>ALACPA to keep the Guidance for maintaining runways of RASG-PA updated, according to ICAO's Annex 14 in the three available languages (English, Spanish and Portuguese).</p>	<p>Valid (In final review)</p>

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/31/D7 - TURNING VFR APPROACHES INTO IFR USING PBN ATR in coordination with RASG-PA Secretariat and the GREPECAS, to develop a Safety Case regarding turning VFR approaches into IFR using PBN.</p>	Safety Case regarding turning VFR approaches into IFR using PBN	ATR	Safety Case regarding turning VFR approaches into IFR using PBN	Valid Charter under development (Secretariat+ATR)
<p>RASG-PA ESC/31/D8 - RASG-PA PLENARY AGENDA RASG-PA Secretariat to make all necessary arrangements to have an ESC agreed RASG-PA Plenary Meeting agenda for the ESC/32 for its approval.</p>	ESC agreed RASG-PA Plenary Meeting agenda	Secretariat	RASG-PA Secretariat to make all necessary arrangements to have an ESC agreed RASG-PA Plenary Meeting agenda for the ESC/32 for its approval.	Completed
<p>RASG-PA ESC/31/D10 - ANC/13 RECOMMENDATION REVIEW BY PA-RAST PA-RAST to review ANC/13 Recommendations and report on suggested ESC action by ESC/32.</p>	Report on suggested ESC action	PA-RAST	PA-RAST to review ANC/13 Recommendations and report on suggested ESC action by ESC/32.	Superseded by RASG-PA ESC/32/D4. To be managed as part of a PA-RAST Project.
<p>RASG-PA ESC/31/D11 - REQUEST FOR SAFETY DATA RASG-PA Secretariat in coordination with the ICAO NACC and SAM Offices to send a letter to States, Industry and International Organizations in the Region, to request their hazards and safety information to the PA-RAST for improved risk mitigation.</p>	Request hazards and safety information to the PA-RAST for improved risk mitigation	Secretariat	RASG-PA Secretariat in coordination with the ICAO NACC and SAM Offices to send a letter to States, Industry and International Organizations in the Region, to request their hazards and safety information to the PA-RAST for improved risk mitigation.	Valid – Secretariat to coordinate with FAA on the contents of the Letter. NACC and SAM to send State Letters within 30 days
<p>RASG-PA ESC/31/C4 - REQUEST FOR SAFETY DATA LETTER CONTENT FAA, based on CAST experience, to support RASG-PA Secretariat in the development of the <i>Request for Safety Data Letter</i> contents.</p>	<i>Request for Safety Data Letter</i>	FAA	Secretariat to coordinate with FAA, prepare the letter and report at ESC/33	Valid

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>RASG-PA ESC/31/D12 - DATA ANALYSIS OF SEVERE WEATHER INCIDENTS IN SAM</p> <p>PA-RAST to develop a project proposal aimed to:</p> <ul style="list-style-type: none"> a) Collect data related to severe weather incidents in the SAM region; b) Analyze the data to determine the level of risk; and c) If needed, determine risks mitigation actions. 	Project proposal	PA-RAST	PA-RAST to present a Project Charter for ESC Approval before ESC/33.	Valid
<p>DECISION RASG-PA ESC/32/D1 Project Management Office functions</p> <p>The Secretariat of the RASG-PA assumes PMO functions as related to the RASG-PA applicable activities, to support project teams with technical and administrative support, as needed</p>	PMO functions assumed	Secretariat	PMO Role of Secretariat was approved by ESC/32	Completed
<p>DECISION RASG-PA ESC/32/D2 APPROVAL FOR THE IMPLEMENTATION OF PROJECT MANAGEMENT APPROACH</p> <p>The Secretariat will develop a framework for the Project Management Office (PMO) and Project Based Approach (PBA) to identify RASG-PA core-activities.</p>	Framework for the PMO and PBA	Secretariat	That the Secretariat develops a manual containing the Project Management Office (PMO) workflow for the RASG-PA Projects by ESC33.	Valid
<p>CONCLUSION RASG-PA ESC/32/C1 ASG-PA STRATEGIC PLAN APPROVAL</p> <p>That the Secretariat circulate the RASG-PA strategic plan for comments, and have an agreed version ready by the ESC teleconference of 5 May 2019 for ESC approval</p>	Agreed Strategic plan	Secretariat	Strategic Plan circulated and open for comments. Approval expected via fast track before ESC/33.	Valid
<p>CONCLUSION RASG-PA ESC/32/C2 ANALYSIS OF RASG-PA SCOPE OF ACTIVITIES</p> <p>That, the Ad hoc Group analyse and discuss ESC/32 WP/20 and provide recommendations to the ESC by 3 May 2019.</p>	Scope of activities	Ad hoc Group	<p>The PA-RAST should remain focused solely on safety data analysis and development of SEI/DIP designed to reduce fatality risk.</p> <p>ESC should adopt a project-based approach (PBA) to address GASP mandates that are not within the scope of PA-RAST or Secretariat's responsibilities.</p>	Closed

Conclusion / Decisions	Deliverable	Responsible	Follow-up	Status
<p>DECISION RASG-PA ESC/32/C3 ANUAL SAFETY REPORT TEAM MEMBERSHIP</p> <p>That ICAO NACC and SAM Offices circulate a State Letter inviting member States to support the ASRT with technical experts qualified in safety analysis by 5 May 2019.</p>	State Letter	ICAO		Valid
<p>DECISION RASG-PA ESC/32/D4 PA-RAST PROJECT CHARTERS</p> <p>That the PA-RAST present its project charters to the ESC for evaluation before RASG-PA plenary meeting.</p>	Project charters	PA-RAST	PA-RAST to present its Project Charters before ESC/33.	Valid
<p>CONCLUSION RASG-PA ESC/32/C4 PARTICIPATION IN THE ICAO SIMS RAMP INSPECTION DATA EXCHANGE PROGRAMME</p> <p>That the ICAO NACC and SAM Regional Offices present a WP for the upcoming meeting of the Caribbean Aviation Security and Safety Oversight System (CASSOS) and also invite COCESNA's Agencia Centroamericana de Seguridad Aerea (ACSA) as well as Canada, to join the ICAO's SIMS RAMP inspection data exchange.</p>	WP	ICAO	WP was presented at meeting of the Caribbean Aviation Security and Safety Oversight System (CASSOS).	Closed
<p>DECISION RASG-PA ESC/32/C4 RASG-PA PLENARY AGENDA</p> <p>The Secretariat will consider the proposed reporting structure for RASGs in the draft agenda for the RASG-PA Plenary Meeting, and circulate it to the ESC for comments.</p>	Reporting structure	Secretariat	ESC Agreed on the proposed agenda during the Telecon	Closed

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