



# ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office  

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WORKING PAPER

NACC/WG/RAP/03 — WP/04  
24/02/25

**Third Meeting of Rapporteurs of the North American, Central American and  
Caribbean Working Group (NACC/WG/RAP/03)**  
(ICAO NACC Regional Office, from 24 to 27 March 2025)

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**Agenda Item 2: Follow-up to Conclusions, Decisions and previous agreements the NACC/WG,  
CAR/SAM Planning and Implementation Regional Group (GREPECAS) and  
regional initiatives related to air navigation**

**Follow-up to Conclusions and Decisions of GREPECAS Meetings**  
(Presented by the Secretariat)

EXECUTIVE SUMMARY	
The updated list of Conclusions and Decisions of the Caribbean and South America Regional Planning and Implementation Group (GREPECAS) is presented in the Appendix to this WP. It is updated to the twentieth second meeting of the group. The status and follow-up comments for each Conclusion and Decision is the result of the review carried out by the Secretariat based on the information available at the time of preparation of this Paper. The status of each conclusion is designated as valid, completed, or superseded.	
<b>Action:</b>	The Meeting is invited to review and comment providing updated information, status and follow-up for the implementation of the pending conclusions and decisions of previous GREPECAS meetings presented in the Appendix.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Air Navigation Capacity and Efficiency</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Draft Report of the Fourth GREPECAS–RASG-PA Joint Meeting and Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group (Asynchronous Session: 13 September to 18 October 2024; In person Session: Lima, Peru, 20 to 22 November 2024)</li></ul>

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## APPENDIX

### VALID CONCLUSIONS/ DECISIONS FROM GREPECAS/22

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
<p>CONCLUSION GREPECAS/21/04</p> <p><b>ACTIONS FOR THE PROGRESS OF VOLUME III OF CAR/SAM REGIONAL AIR NAVIGATION PLAN</b></p> <p>That,</p> <p>a) States/Territories to prioritize resources for the permanent activity of work teams in each State, responsible for the management of Volume III of the CAR/SAM RANP and the respective KPIs;</p> <p>b) States and the industry to ensure the participation and CDM processes that integrate all stakeholders in the planning of Vol. III and implementation of air navigation improvements;</p> <p>c) the State Air Navigation Planning Authority and data providers/sources coordinate data collection and management of KPIs to be inserted in the Planning Tables of Vol. III</p> <p>d) ICAO NACC and SAM Regional Offices strengthen the assistance concerning Vol. III, including dissemination of the relevance of the CAR/SAM ANP to ensure cost-efficient and interoperable implementations, as well as the contribution of such planning to the socio-economic development objectives in each State; and</p> <p>e) ICAO facilitate that the CAR/SAM States evaluate the impact of the CAR/SAM Regional Air Navigation Planning on the airspace structure, as well as the new airspace concepts being implemented in the NAM Region.</p>	Immediately	<p>a) States/Territories</p> <p>b) States and the Industry</p> <p>c) States Air Navigation Planning Authority and data providers.</p> <p>d) ICAO NACC and SAM Regional Offices</p> <p>e) ICAO</p>	<p><b>VALID</b></p> <p>States and ICAO has taken action as detailed:</p> <p>CAR and SAM states have participated in follow up activities referred to data population of VOL III Tables and KPI management.</p> <p>In the SAM Region two meetings were delivered in April and September.</p> <p>The CAR Region is focused on developing capacities for ANS performance-based planning. For the CAR Region is critical to introduce the cost-benefit analysis to the overall process for ANS implementation. During 2024 three activities were conducted to follow-up the selection of the CAR Region KPIs, provide guidance for ANS/AGA strategic planning and cost-benefit analysis and enhance the understanding of the KPIs providing guidance for its measurement process.</p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF ASBU to lead the NACC/WG contributions/ actions to support this conclusion/ decision</p> <p>NEW DATE for GREPECAS/23 Or report it as completed as the SAM/IG and NACC/WG has taken action in their respective workplans.</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
CONCLUSION GREPECAS/21/06 <b>UPDATE OF THE INFORMATION OF PART III (CNS) OF VOLUME II OF THE AIR NAVIGATION PLAN CAR/SAM</b> That States/Territories, through their designated ANP Focal Points, and in coordination with the ICAO NACC/SAM Regional Offices update Part III (CNS) of Volume II of the ANP CAR/SAM, considering adopting a new file format for CNS tables.	April 2024	States/Territories ANP Focal Point and NACC/SAM Regional Offices	<b>COMPLETED</b>  Final consolidation of CAR and SAM Tables to be sent by PFA in March 2025.  <b>ACTIONS for NACC/WG TFs:</b>  NIL- NACC and SAM Regional Offices process the PFA in March 2025.
DECISION GREPECAS/21/07 <b>APPROVAL OF THE CAR/SAM AIRSPACE OPTIMIZATION PROGRAMME AND THE NEOSPACE-1 PROJECT</b> That, a) the adoption of the Airspace Optimization Programme and the NEOSPACE-1 project (Appendix B to this report) is approved, replacing the A-1 Programme and Projects; b) the NEOSPACE-1 project develop an Action Plan for the implementation of the Project, integrating the participation of States, Regional Implementation Groups, Industry, and all concerned parties by GREPECAS/22; and c) the industry and Data providers provide data for the metrics and performance indicators required for the NEOSPACE-1 Project in GREPECAS/22.	a) Immediately b) GREPECAS/22 c) GREPECAS/22	a) States, ICAO and Other: b) NEOSPACE-1 project coordinator c) Industry and Data providers/sources for KPIs	<b>VALID</b>  Item a) Adoption was executed.  Item b) CAR/SAM Regions: Both implementation groups have worked together to harmonize technical guidance. Validation of these deliverables are in progress during SAMIG32 and NACC WG/9. Item c) Activity must be initiated during the effective FRT0 and APTA implementation.  Note.-The WP/19 on the progress of NEOSPACE-1, was submitted.  <b>ACTIONS for NACC/WG TFs:</b>  NACC/WG/TF AO/ATFM to lead the NACC/WG contributions/ actions to add to the NEOSPACE Project Action Plan

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
<p>CONCLUSION GREPECAS/21/08</p> <p><b>OPERATIONAL DEVELOPMENT OF THE ATFM SERVICE IN CAR/SAM REGIONS</b></p> <p>That,</p> <p>a) States/Territories and users prioritize resources for ATFM implementation, including the allocation and training of human resources;</p> <p>b) ICAO NACC and SAM Regional Offices develop a diagnosis on the operational implementation of the ATFM service effectively in the CAR and SAM Regions, and encourage collaborative work between ATFM units at the Regional and Interregional levels by GREPECAS/22; and</p> <p>d) States/Territories and users initiate the implementation of the optimization of the ATFM and CDM coordination tools.</p>	GREPECAS/22	<p>a) CAR/SAM States, Territories and users</p> <p>b) ICAO NACC and SAM RO: CAR/SAM States, Territories and users</p>	<p><b>VALID</b></p> <p>The WP/07 of the GREPECAS/22 meeting, on Contingency Planning, is part of the discussions.</p> <p>CAR Region:</p> <p>In 2024, the CAR Region has made significant strides in enhancing ATFM services through closer collaboration with the SAM region and individual states. The NACC/WG/ATFM Task Force is working to develop the diagnosis by prioritizing the specific needs of each State/airspace. The NACC/WG/ATFM Task Force is focused on creating a more realistic and actionable roadmap for ATFM improvements. These initiatives include slight regional adjustments to align with State priorities, laying the groundwork for more effective ATFM services in 2025 and beyond.</p> <p>In this regard, for completing the actions b) and c) of this conclusion an extension of it is requested for GREPECAS/23.</p> <p>SAM Region: The implementation of ATFM services is fostered by SAMIG contributory bodies. Four ATFM training programs were delivered, supported by Brazil, in the last three years. Studies on crossborder ATFM are in progress.</p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF AO/ATFM to lead the NACC/WG contributions/ actions to support this conclusion/ decision</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
<p>CONCLUSION GREPECAS/21/09</p> <p><b>ACTIONS TO STRENGTHEN CONTINGENCY PLANNING IN THE CAR/SAM REGIONS</b></p> <p>That,</p> <p>a) The ATM Contingency Plan Template* (Appendix C to this report) be approved; and</p> <p>b) State/Territories and IATA, led by the Secretariat develop and promote a comprehensive strategy to improve contingency planning in the air navigation services of the CAR/SAM Regions, including guidelines for the establishment of level 1 and level 2 contingency plans by GREPECAS/22.</p> <p>* Conclusion 13/68, GREPECAS/13.</p>	GREPECAS/22	<p>a) States, ICAO and Other</p> <p>b) ICAO and IATA</p>	<p><b>VALID</b></p> <p>The WP/16 of the GREPECAS/22 meeting, on Contingency Planning, is part of the discussions.</p> <p>In this regard, for completing the action b) of this conclusion an extension of it is requested for GREPECAS/23.</p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC regional Office (Eddian) will lead the NACC/WG contributions/ actions to support this conclusion/ decision through the NACC Contingency Meeting and ICAO HQ/ANB.</p>
<p>CONCLUSION GREPECAS/21/10</p> <p><b>STRENGTHENING OF FREQUENCY MANAGEMENT FOR THE USE OF AIR NAVIGATION SERVICES</b></p> <p>That, to increase States' support to the activities of the Aeronautical Frequency Management Project; and expand the Project scope with the activity on specifying an application (software) for technical/operational management and planning of the assignment of aeronautical frequencies for the CAR/SAM Regions; the GREPECAS Aeronautical Frequency Management Project amend its scope to include the study for alternatives, evaluation of costs, and proposing the minimum software implementation requirements, for its presentation at the GREPECAS/22 meeting.</p>	GREPECAS/23	States and ICAO	<p><b>VALID</b></p> <p>CAR Region: developed an event on May 2024 and update information about procedures and documentation. CAR States provided their focal points and local entities responsible for the frequencies management.</p> <p>A project for CAR region is under development.</p> <p>SAM Region: In this regard, for completing the actions for this conclusion an extension of it is requested for GREPECAS/23.</p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF FREQ together with the referred NACC Project to lead the NACC/WG</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
			contributions/ actions to support this conclusion/ decision. MCAAP Project funds
<p>CONCLUSION GREPECAS/21/11</p> <p><b>DEVELOPMENT OF TERMS OF REFERENCE FOR A TOOL FOR THE ASSESSMENT OF SURVEILLANCE DATA FROM THE CAR AND SAM STATES</b></p> <p>That An Ad hoc Group of experts composed by Brazil, Dominican Republic, United States, Uruguay and COCESNA, led by ICAO develop Terms of Reference (ToRs) for an application (technical tool) to support CNS staff on the evaluation of data from surveillance systems, especially those originating from ADS-B sensors by GREPECAS/22.</p>	GREPECAS/22	ICAO and others	<p><b>VALID</b></p> <p><b>CAR Region:</b> The NAM/CAR region is under development under the leadership of the “Corporación Centroamericana de Servicios de Navegación Aérea (COCESNA) and the Federal Aviation Administration (FAA) of United States. When the Terms Of reference are ready, they would be share with SAM States participants (Brazil and Uruguay).</p>
<p>CONCLUSION GREPECAS/21/12</p> <p><b>USE OF THE FREQUENCY FINDER 2023 APPLICATION AS A MANAGEMENT TOOL FOR VHF NAV AND VHF COM FREQUENCIES USED IN THE AERONAUTICAL CONTEXT</b></p> <p>That States/Territories,</p> <p>a) transition the Frequency Finder 2023 runtime application (or subsequent versions) as the basic tool for the management of VHF NAV and VHF COM frequencies in the aeronautical context.</p> <p>b) assign "FF Focal Points" to coordinate internally the updating of information to subsequently submit these updates to the corresponding Regional Offices; and</p> <p>c) forward any proposed changes, via e-mail, by March 2024 to the ICAO ROs, who will upload it to the global database.</p>	All for March 2024	States	<p><b>Completed</b></p> <p><b>CAR Region:</b> This has been completed as a follow-up to the GREPECAS 21/10 Conclusion</p> <p><b>Completed for SAM Region:</b></p> <p>a) The FF application was adopted. Training on the application FF 2023 was carried out in the following dates:</p> <ol style="list-style-type: none"> <li>1) May 29 – June 2, 2023 (face-to-face)</li> <li>2) July 10 – 14, 2023</li> <li>3) August 29 – 30, 2023</li> <li>4) September 05 – 06, 2023</li> <li>5) September 28 – 29, 2023</li> </ol> <p>b) Following training. All SAM states has nominated its FF focal points.</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
			<p>c) All SAM states has updated their information in database.</p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF FREQ to take note of the NACC/WG contributions/ actions to support this conclusion/ decision, reporting on the status of the FF implementation and the referred CAR Project at the end of 2025.</p>
<p>CONCLUSION GREPECAS/21/13</p> <p><b>ACTIONS TO ADVANCE THE IMPLEMENTATION OF THE D-ATIS AND THE DCL</b></p> <p>That the Secretariat to prepare a regional CAR/SAM guidance document, in collaboration with all stakeholders, including guidelines to facilitate cost-benefit analysis, on the implementation of the Automatic Terminal Information Service by Data Link - ATIS digital (D-ATIS) and Departure Clearance by Data Link (DCL) by GREPECAS/22.</p>	GREPECAS/22	ICAO and others	<p><b>VALID</b></p> <p>CAR Region: The CAR region developed a survey to verify the use of ATIS, most of the CAR States provide this service through ATIS using VHF frequencies. However, in order to improve this service, the CAR States indicated that a connection to the DATA Link services of the airlines should be established and the information to be transmitted should be agreed between the originator of the information and the users.</p> <p>SAM Region: A new Subgroup of the Interoperability Task Force will be activated to review the guidance on the implementation of air-ground data link applications in the SAM region.</p> <p>In this regard, for completing the actions for this conclusion an extension of it is requested for GREPECAS/23.</p> <p><b>ACTIONS for NACC/WG TFs:</b></p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
			NACC/WG/TF COM to lead the NACC/WG contributions/ actions to support this conclusion/ decision.
<p>CONCLUSION GREPECAS/21/17</p> <p><b>STATE IMPLEMENTATION OF NEW ICAO ANNEX 3 STANDARDS AND RECOMMENDED PRACTICES (SARPs) AND RELEVANT MET REQUIREMENTS</b></p> <p>That, States/Territories,</p> <p>a) implement actions to disseminate the new requirements included in Amendment 81 to ICAO Annex 3 and Doc 10157 - PANSMET, as well as to promote their implementation;</p> <p>b) verify the implementation status of the BBBs in the MET area;</p> <p>c) streamline the implementation processes for the exchange of OPMET messages in IWXXM format; and</p> <p>d) complete the QMS/MET implementation and certification processes by GREPECAS/22.</p>	GREPECAS/22	States	<p><b>VALID</b></p> <p>a) Seminar organized by SAM RO involving NAM CAR SAM States to disseminate the process of creation and construction of the new Doc 10157 PANS-MET and to disseminate its content and format Lima, Perú 30 October to 01 November 2023.</p> <p>b) States have made progress in verification. A standardized verification process is being promoted under analysis of the MET BBB implementation.</p> <p>c) Ongoing, additional regional efforts are needed to finalize implementation.</p> <p>d) Ongoing, additional assistance and financial support are needed for States to keeping the QMS up-to-date.</p> <p>For completing this conclusion an extension is requested until GREPECAS/23 to complete actions</p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF MET to lead the NACC/WG contributions/ actions to support this conclusion/ decision</p>
CONCLUSION GREPECAS/21/18	a) Complete all processes by the	States and ICAO	<b>VALID</b>



Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
<p><b>COMPLETION OF PHASE 2 OF THE AIS ROADMAP TO AIM AND AIS AND INCLUSION OF SNOWTAM IN GREPECAS DASHBOARDS</b></p> <p>That,</p> <p>a) States/Territories conclude the implementation digital data sets, e-AIP and all Phase 2 steps and report it to the respective ICAO NACC and SAM Regional Offices by the third quarter of 2024;</p> <p>b) ICAO include said information in the GREPECAS dashboard SNOWTAM implementation data by January 2024; and</p> <p>c) ICAO continue, through Workshops and Seminars, disseminating the new ICAO documentation on the AIS/AIM Quality Management System, AIS/AIM Staff Training and PANS-IM by GREPECAS/22.</p>	<p>third quarter of 2024</p> <p>b) January 2024</p> <p>c) GREPECAS/22</p>		<p>a) Roadmap for the Transition from AIS to AIM. The Secretariat, with the support of regional projects and the States, has carried out dissemination and capacity-building activities on Doc. 8126 – AIS Manual, and the new document 10199 – PANS-IM, with the aim of building capacities in the implementation of Digital Data Sets (DDS), the objective of the Phase. In line with GREPECAS Conclusion 21/18, two Workshops have been held:</p> <p>i) RLA/06/901 - CAR/SAM Seminar/Workshop on Doc. 8126, Part I and PANS-IM, held in Panama City, from March 11 to 14, 2024;</p> <p>ii) RLA/06/901 - Workshop on the Implementation of Digital Data Sets (DDS) and Phase 2 of the AIS to AIM Transition Roadmap, held in the city of Rio de Janeiro, from April 16 to 18, 2024;</p> <p>iii) Assistance Mission to the State of Suriname to conduct a Workshop on DDS.</p> <p>b) SNOWTAM data in GREPECAS Dashboard: ingoing. With regard to the implementation of SNOWTAM, the Secretariat, through monitoring this task, has observed that the templates available in the AMHS systems have not allowed, in several States, the transition to the new SNOWTAM format, because the current templates do not fit the new SNOWTAM format. Work must be done to update the templates in order to implement the new SNOWTAM format.</p> <p>c) Done</p> <p><b>ACTIONS for NACC/WG TFs:</b></p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
			NACC/WG/TF AIM to lead the NACC/WG contributions/ actions to support this conclusion/ decision
<p>DECISION GREPECAS/21/19</p> <p><b>REVISION OF DOCUMENT 7383 - AERONAUTICAL INFORMATION SERVICE PROVIDED BY THE STATES</b></p> <p>That the Secretariat coordinate. the revision of Doc 7383 - Aeronautical Information Services, as it needs updating, and/or discontinue the document and manage it as a database by GREPECAS/22.</p>	GREPECAS/22	ICAO	<p><b>VALID</b></p> <p>The Secretariat submitted the proposal to the Air Navigation Commission (ANC) for consideration.</p> <p>The Document 7383 has been discussed with the aeronautical information service providers. They concluded that, considering the availability of aeronautical information on international networks, the continuation of this document would not be justified.</p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF AIM to lead the NACC/WG contributions/ actions to support this conclusion/ decision</p>
<p>CONCLUSION GREPECAS/21/21</p> <p><b>DEVELOPMENT OF AN ACTION PLAN FOR THE ADS-B IMPLEMENTATION</b></p> <p>That States/Territories, led by ICAO,</p> <p>a) review the existing Operational Concept for the ADS-B Implementation in the CAR and SAM Regions, including its operational objectives,</p> <p>b) support the development of model regulations for ADSB;</p> <p>c) integrate all different stakeholders in the process; and</p> <p>d) develop an action plan incorporating activities, accountability, and milestone dates by 15 August 2024.</p>	15 August 2024	States, ICAO and IATA	<p>Valid</p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF SURV to lead the NACC/WG contributions/ actions to support this conclusion/ decision- need coordination with IATA for a holistic approach NACC/SAM.</p>
CONCLUSION GREPECAS/21/23	Immediately	States and ICAO	<b>VALID</b>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
<p><b>SUPPORT THE WORK OF THE GREPECAS GTE</b></p> <p>That :</p> <p>a) States/Territories promote female participation in the different groups and activities of ICAO;</p> <p>b) States/Territories continue current strategies for the mitigation of Code E (error/coordination failure between Air Traffic Control (ATC) units) Large Height Deviations (LHDs), including the implementation of Air Traffic Services Inter-facility Data Communication (AIDC) and RADAR data sharing;</p> <p>c) States/Territories implement multilateral action plans for the reduction of LHDs, jointly addressing the root causes of the events reported;</p> <p>d) States/Territories learn from the failures that have occurred due to the presentation of flight plans with direct routing;</p> <p>e) States/Territories remind responsibilities related to the submission of the data required by the monitoring agencies; and</p> <p>f) Mexico and United States implement procedures to ensure the exchange of LHD events that occur with Flight Information regions (FIRs) from other States</p>			<p>CAR/SAM Region:</p> <p>a) Female participation has significantly increased in the GTE Meetings.</p> <p>b) Three FIRs in the CAR Region remain in the top list of LHD occurrences, and above the target level of safety (TLS)</p> <p>c) The presentation of flight plans with direct routing is still a challenge for the CAR Region.</p> <p>d) Compliance with the monitoring agencies is still a challenge for the CAR Region FIRs, especially for the submission of data in the agreed format.</p> <p>e) United States do not routinely exchange information regarding LHD events with FIRs from other States.</p> <p>f) Colombia, Ecuador, and Panama have implemented corrective action plans to address the LHDs related to coordination errors.</p> <p>g) Some SAM States still delay or fail to provide CARSAMMA with the data related to the monitoring. The SAM Office is working with them.</p> <p>In this regard, for completing the actions for this conclusion an extension of it is requested for GREPECAS/23.</p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NIL- work out by GTE and Regional Offices</p>
DECISION GREPECAS/21/24	September 2024	ICAO and others	<b>VALID</b>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
<b>UPDATES TO PROJECT GREPECAS A2 GNSS AUGMENTATION</b> That the Secretariat: a) update Project A2 with the available information on GNSS Augmentation; b) collect GNSS updates and circulate a summary of this information prior to GREPECAS/22 meeting; and c) include a working session activity in Project A2 in the agenda of GREPECAS/22 including activating Project A2 for the CAR Region by September 2024.			For completing this conclusion an extension is requested until GREPECAS/23.  <b>ACTIONS for NACC/WG TFs:</b>  NACC/WG/TF CNSS in coordination with NACC/WG/TF AO to define and support contributions/ actions for this conclusion.
DECISION GREPECAS/22/1 <b>AD-HOC GROUP TO ASSESS THE COORDINATION OF PA-RAST/MAC – GTE SAFETY ISSUES</b> An Ad-hoc Group is established under the responsibility of PARAST/MAC, in coordination with the GREPECAS GTE and the ICAO Secretariat, to assess the root cause of the identified issues, which results will be presented by the ESC/40 meeting.	Results to be presented by ESC/40	PA-RAST	<b>VALID</b>  <b>ACTIONS for NACC/WG TFs:</b>  NIL- Action for RASG-PA PARAST
CONCLUSION GREPECAS/22/2 <b>PROGRESS ON THE DEVELOPMENT OF VOLUME III OF THE RANP CAR/SAM</b> That the CAR/SAM States, in conjunction with ANSP and airports, with the participation of airlines and International Organizations, assisted by the Secretariat, populate the Tables of Volume III of the RANP CAR/SAM with the data of performance indicators - KPIs, prioritizing and harmonizing the management of these indicators according to the progress of the Working Groups for the regional implementation of air navigation by GREPECAS/23.	Present revised version of RANP Vol III, at GREPECAS 23	States ICAO ANSP providers, Airports, Airlines, International Organizations, Working Groups.	<b>VALID</b>  <b>ACTIONS for NACC/WG TFs:</b>  NACC/WG/TF ASBU to lead the NACC/WG contributions/ actions to support this conclusion/ decision in coordination with the MCAAP Project 02-2025 on “Support the development of GANP KPIs for CAR/SAM eANP, VOL III” approved to support this conclusion for CAR Region.
CONCLUSION GREPECAS/22/3 <b>SUPPORT FOR INSTRUMENT FLIGHT PROCEDURES DESIGN IN THE CAR/SAM REGIONS</b>	Report to GREPECAS/23	States ICAO	<b>VALID</b>  <b>ACTIONS for NACC/WG TFs:</b>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
<p>That, to ensure safety of instrument flight operations,</p> <p>a) Air Navigation Service Providers (ANSP) assign the required resources (personnel, training, procedures, etc.) for their IFPDS, to strengthen the quality assurance of flight procedure designs, particularly the five-year periodic review of designs; and</p> <p>b) the ICAO NACC and SAM Regional Offices continue supporting the provision of flight procedures design basic, advanced and recurring training and report it to GREPECAS/23</p>			NACC/WG/TF AIM in coordination with the NACC FPP Project to lead the NACC/WG contributions/ actions to support this conclusion/ decision
<p><b>CONCLUSION GREPECAS/22/4</b> <b>SUPPORT FOR SEARCH AND RESCUE EXERCISES</b></p> <p>That to assess the status of Search and Rescue Services in the CAR/SAM Regions while discovering additional opportunities for improvements,</p> <p>a) CAR/SAM States schedule Search and Rescue exercises to assess their coordination and response capabilities, including autonomous distress tracking; and</p> <p>b) the ICAO NACC and SAM Regional Offices provide support and coordination for the conduction of Regional and Interregional SAREX and report it to GREPECAS/23.</p>	Report by GREPECAS/23	States ICAO	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF SAR to lead the NACC/WG contributions/ actions to support this conclusion/ decision</p>
<p><b>CONCLUSION GREPECAS/22/5</b> <b>HARMONIZATION OF THE REGIONAL CAR/SAM ATM CONTINGENCY MANAGEMENT FRAMEWORK</b></p> <p>That, to promote global harmonization of the CAR/SAM ATM contingency management framework, the Secretariat,</p>	Report to GREPECAS/23	ICAO: NACC and SAM Regional Offices	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC regional Office (Eddian) will lead the NACC/WG contributions/ actions to support</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
<p>a) organize a workshop in early 2025 to develop a CAR/SAM ATM Contingency management Framework (RACF). The CAR/SAM RACF should be based on the APAC/MID RACF and presented to GREPECAS/23 for endorsement; and</p> <p>b) request the CAR/SAM States to take action to harmonize their contingency plans with neighbouring States' adjacent ATS units and report it to GREPECAS/23.</p>			this conclusion/ decision through the NACC Contingency Meeting and ICAO HQ/ANB.
<p>CONCLUSION GREPECAS/22/6 <b>NEOSPACE-1 PROJECT HARMONIZED DOCUMENTS</b></p> <p>That, States, International Organizations, implementation groups and the industry strengthen their activities and harmonize their action plans based on the following documents and report their progress to GREPECAS/23: i. the Airspace Optimization Programme - NEOSPACE-1 project VERSION 1.0 (Appendix D to WP19), ii. the overarching document "Harmonized Horizons: Airspace Optimization in CAR-SAM Regions" (Appendix C to WP19), iii. the CAR/SAM Guide for the implementation of improved operations through enhanced en-route trajectories (FRT0) (Appendix A to WP19),</p>	GREPECAS/23	States ICAO Industry, Coordinators of the NEOSPACE-1 Project	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF AO + ATFM to lead the NACC/WG contributions/ actions to support this conclusion/ decision in coordination with the NEOSPACE Project</p>
<p>CONCLUSION GREPECAS/22/7 <b>EVALUATION PROCESS OF THE NEW AIRSPACE CONCEPTS</b></p> <p>That, to enhance the evaluation of new Airspace Concepts, using Brazil as a reference, the Secretariat, in collaboration with the CAR and SAM States, a) refine and implement a standardized methodology to guide stakeholders in evaluating and validating new</p>	Report to GREPECAS/23	States ICAO Industry International Organizations and	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF AO + ATFM to lead the NACC/WG contributions/ actions to support this conclusion/ decision in coordination with the NEOSPACE Project</p>

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operational scenarios, ensuring alignment with airspace users' needs; and b) coordinate with SAMIG-GESEA/SG1 (Airspace Planning Group) to analyse and optimize this methodology, drawing insights from various State practices while adapting to the unique needs of each State, recognizing that the goal is not to mimic Brazil but to incorporate and adjust ideas that best serve each state's requirements, and report it to GREPECAS/23.			
CONCLUSION GREPECAS/22/8 <b>DIGITAL AIRSPACE SYSTEM ANALYSIS (DASA) WORKSHOP IN BRAZIL</b> That, to improve the analysis and management of digital airspace, Brazil host a DASA Workshop for the CAR/SAM Regions, aiming to implement User Preferred Routes (UPR) throughout South American airspace, while encouraging States to leverage the DASA tool for UPR analysis and inform GREPECAS/23 accordingly.	Report to GREPECAS/23	Brazil	<b>VALID</b>  <b>ACTIONS for NACC/WG TFs:</b>  NACC/WG/TF AO + ATFM to take note to benefit from this sharing of experiences-workshop in coordination with the NEOSPACE Project
CONCLUSION GREPECAS/22/09 <b>DISSEMINATION OF THE IMPACTS OF SEVERE WEATHER PHENOMENA ON THE SAFETY OF AIR OPERATIONS</b>  That, a) States, International Organizations, and service providers collect information on the impact of severe meteorological phenomena on the safety of air operations and airport operability; b) the Secretariat work in coordination with International Organizations, States, and service providers to organize dissemination activities on severe phenomena, and their impact on aviation; c) the Secretariat work in coordination with International Organizations, States, and service providers to analyse severe phenomena that have	GREPECAS/23	States ICAO International Organizations and Service Providers	<b>VALID</b>  <b>ACTIONS for NACC/WG TFs:</b>  NACC/WG/TF MET in coordination with TF AO and TF/AGA to lead the NACC/WG contributions/ actions to support this conclusion/ decision

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<p>impacted air operations and airport operability to assess the emergence of new risks associated with these phenomena by GREPECAS/23; and</p> <p>d) the Secretariat work in coordination with International Organizations, States, and service providers to establish mitigation procedures for these new risks, if determined</p>			
<p><b>CONCLUSION GREPECAS/22/10</b>  <b>PERIODICAL VERIFICATION OF THE BASIC BUILDING BLOCKS OF MET, AIM, SAR, ATM AND AGA SERVICES</b></p> <p>That,</p> <p>a) the NACC and SAM Regional Offices develop the dashboard associated with the Basic Building Blocks (BBB) enunciated in the GANP for MET, AIM, SAR, ATM, and AGA services in coordination with the States, Territories and International Organizations in line with the CAR/SAM RANP work plan and report it to GREPECAS/23;</p> <p>b) the States, Territories and International Organizations support the work of the Regional Offices to continue the development of the mentioned BBB verification process; and</p> <p>c) the States, Territories and International Organizations strengthen the surveillance and oversight processes, as well as quality control, to generate synergy with the verification process presented, combine national efforts and feed the dashboard.</p>	GREPECAS/23	States ICAO Secretariat, States	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>All NACC/WG/TFs to implement and report in support of this conclusion/ decision</p>
<p><b>DECISION GREPECAS/22/11</b>  <b>REGIONAL AGREEMENT FOR THE IMPLEMENTATION OF TROPICAL CYCLONE ADVISORY CENTRE (TCAC)</b></p> <p>That,</p> <p>a) GREPECAS/22 decides to support the regional air navigation agreement for the establishment of a</p>	By GREPECAS/23	ICAO ANC, HQ and WMO	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p>



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<p>TCAC for the South Atlantic;</p> <p>b) the Secretariat communicate to the Air Navigation Commission the decision to support the establishment of the TCAC;</p> <p>c) the Secretariat coordinate administrative and technical arrangements, with Headquarters and other multilateral organizations, for the implementation of the TCAC for the South Atlantic;</p> <p>d) Brazil implement the TCAC once the technical processes with the Headquarters and the multilateral organizations involved have been completed; and</p> <p>e) the Secretariat manage the amendment to Vol. I of the CAR/SAM Regional Air Navigation Plan, once the process of establishing the TCAC has been completed.</p>			NACC/WG/TF MET to lead the NACC/WG contributions/ actions to support this conclusion/ decision
<p>CONCLUSION GREPECAS/22/12</p> <p><b>ENVIRONMENTAL STRATEGY IN THE NAM/CAR/SAM REGIONS</b></p> <p>That,</p> <p>a) States support their counterparts in charge of the States' Action Plans on CO2 emissions reduction in their corresponding States, to complete the development or update of this plan to emphasize the benefits derived from the operational improvements implemented by integrating quantified data,</p> <p>b) GREPECAS establish a link between the capacity and efficiency objectives and environmental protection objectives, through data on CO2 emission savings derived from operational improvements implemented through the Aviation System Block Upgrade (ASBUs) by GREPECAS/23.</p>	GREPECAS/23	States ICAO Secretariat, States	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>For a) NACC/WG members to work with their respective State counterpart responsible of States' Action Plans on CO2 emissions reduction</p> <p>For b) NACC/WG/TF AO to designate two SMEs to work under GREPECAS.</p>
<p>CONCLUSION GREPECAS/22/13</p> <p><b>MODIFICATIONS APPROVAL TO CAR/SAM F3 PROJECT</b></p> <p>That, to implement Surface Movement Guidance Control System (SMGCS) as part of the F3 Project:</p>	1 December 2024	States ICAO	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2025
<p>a) the States approve the revised version (modifications) of the CAR/SAM F3 Project at Appendix A to this report.</p> <p>b) Member States and International Organizations review the proposed modifications to Project F3 and indicate their comments to the Secretariat by than 31 January 2025, and</p> <p>c) F3 Project Members prepare a detailed action plan, in conjunction with the Secretariat, to carry out such activities, with the identification of priority international aerodromes</p>			NACC/WG/TF AGA to lead the NACC/WG contributions/ actions to support this conclusion/ decision
<p>DECISION GREPECAS/22/14</p> <p><b>REVIEW OF THE CURRENT GREPECAS WORK PROGRAMME AND PROJECTS</b></p> <p>That,</p> <p>a) the List of Work Programmes and Projects submitted under WP/14 and the Project Description Template (Appendices B and C to WP/14 Rev.) is approved;</p> <p>b) the Secretariat complete the templates for each project, and that they be submitted for the analysis and approval of GREPECAS/23; and</p> <p>c) the Secretariat formulate a management and responsibilities mechanism for better monitoring and follow-up of these GREPECAS Programmes and Projects and presents them for the analysis and approval of GREPECAS/23</p>	<p>a) Immediate</p> <p>b) GREPECAS/23</p> <p>c) GREPECAS/23</p>	States ICAO	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>Regional Offices will lead this conclusion/ decision</p>
<p>DECISION GREPECAS/22/15</p> <p><b>APPROVAL OF THE UPDATE OF THE GREPECAS PROCEDURAL HANDBOOK</b></p> <p>That, the updated GREPECAS Procedural Handbook is approved as presented in Appendix C to this report.</p>	Immediately	States ICAO	<b>COMPLETED</b>
<p>CONCLUSION GREPECAS/22/16</p> <p><b>ENHANCE CAR/SAM RVSM AIRSPACE SAFETY</b></p> <p>That, to promote actions that allow maintaining operational safety in RVSM airspace,</p> <p>a) States of FIRs that reported in 2023 a TLS above the</p>	Report by GREPECAS/23	States ICAO	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p>

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<p>acceptable level to work with their respective ICAO Regional Office to develop an action plan to mitigate the main occurrences identified in this period;</p> <p>b) States take necessary measures to ensure that LHDs, in particular Categories A, B, C, D, E, H, J and K, as applicable, be reported in timely manner to CARSAMMA; and</p> <p>c) the ICAO NACC and SAM Regional Offices reiterate the States the importance of keeping the regional monitoring agencies' database on RVSM approvals up to date and report progress to GREPECAS/23.</p>			GREPECAS GTE to lead this conclusion/ decision
<p>DECISION GREPECAS/22/17</p> <p><b>UPDATE OF THE GUIDANCE MANUAL FOR CONTACT POINTS ACCREDITED TO CARSAMMA</b></p> <p>That the update to the Manual for Accredited Focal Points to CARSAMMA, aimed at improving the RVSM airspace monitoring process in the Caribbean and South American (CAR/SAM) regions, increasing efficiency and accuracy in data collection for RVSM airspace safety analysis, as presented in Appendix B to WP/20 of this meeting is accepted.</p>	Immediately	States ICAO ANSP, airports and airlines	<b>COMPLETED</b>
<p>DECISION GREPECAS/22/18</p> <p><b>ACTIVATION OF AN AD-HOC GROUP FOR THE DEVELOPMENT OF KPIS OF GANP (KAHG)</b></p> <p>Under the framework of GREPECAS Programme for the Strengthening of the Regional Plan (RANP) and National Plans (NANP) of the CAR/SAM, Project A1, and to work jointly with the regional implementation groups, the industry and stakeholders, an Ad-hoc Group is activated, which members are Bahamas, Brazil, Chile, Colombia, Cuba, Dominican Republic, Ecuador, Panama, Peru, Trinidad and Tobago, United States, IATA and IFATCA, for the development of Key Performance Indicators KPI of the GANP (KPI Ad-hoc Group - KAHG) in order to strengthen the implementation of Volume III of the RANP CAR SAM,</p>	Results to be presented at GREPECAS 23	States ICAO International organizations, users, stakeholders	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF ASBU to lead the NACC/WG contributions/ actions to support this conclusion/ decision, considering theMCAAP Project 02-2025 on “Support the development of GANP KPIs for CAR/SAM eANP, VOL III” approved to support this conclusion for CAR Region.</p>

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<p>which results are to be presented at GREPECAS/23 with the following tasks:</p> <ol style="list-style-type: none"> <li>1. prepare a regional CAR/SAM guidelines and standardized training material on the methodology of performance indicators, data collection and management and calculations;</li> <li>2. formulate an Action Plan for the progressive implementation of KPIs, identifying priorities and resources required, harmonized with the progress of the implementation groups;</li> <li>3. implement a Communications Plan and adequate means of dissemination (dashboards, etc.) of the KPIs; and</li> <li>4. Formulate a regional and/or interregional initiative for KPIs benchmarking activities.</li> </ol>			
<p>CONCLUSION GREPECAS/22/19  <b>ACTION ITEMS RELATED AN-CONF/14 RECOMMENDATIONS 3.1/1, 3.1/4 AND 3.2/2</b>  That, the Secretariat, in collaboration with the CAR and SAM States,  a) develop a CAR/SAM Implementation Plan for improved longitudinal separation minima per AN-CONF/14 Recommendation 3.1/1 Project 30/10 - Optimized implementation of longitudinal separation minima for endorsement by GREPECAS/23;  b) align the NEOSPACE-1 project to the AN-Conf/14 Recommendation 3.1/4 – Free route airspace; and  c) develop an initial CAR/SAM Transition Plan to Flight and flow - information for a collaborative environment (FF-ICE) as per AN-Conf/14 Recommendation 3.2/2 – Transition to flight and flow – information for a collaborative environment services and cessation of ICAO 2012 flight plan by 2034, with the support of</p>	GREPECAS/23	States ICAO	<p><b>VALID</b></p> <p><b>ACTIONS for NACC/WG TFs:</b></p> <p>NACC/WG/TF AO + ATFM to lead the NACC/WG contributions/ actions to support this conclusion/ decision in coordination with the NEOSPACE Project</p>

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experts from States and International Organizations, to be presented to GREPECAS/23.			
<b>CONCLUSION GREPECAS/22/20</b> <b>GLOBAL CHALLENGES AND GREPECAS MEETINGS' REPORT</b> That, in coordination with the GREPECAS Chairperson, the Secretariat improve the report of the GREPECAS meetings for better visibility of the regional challenges and the actions recommended by ICAO Headquarters (Air Navigation Bureau (ANB), Air Navigation Commission (ANC) or Council) by March 2025. Note: feedback on the global challenges from the CAR/SAM Regions is in DP/02.	March 2025	ICAO GREPECAS Chairperson	<b>VALID</b>  <b>ACTIONS for NACC/WG TFs:</b>  NIL

**COMMON CONCLUSIONS/ DECISIONS RASG-PA – GREPECAS**

Conclusion / Decision	Target date	Responsibles	Status/ Follow-up 2024
<b>DECISION GREPECAS/21/03</b> <b>TCAS-RA AND LHD REDUCTION</b> To address the challenges identified in terms of data exchange between the GTE and PA-RAST, in order to make the most of their collaboration, GTE and PA-RAST to coordinate, with States and/or service providers of the CAR/ SAM Regions, actions to reduce the occurrence of Traffic and Anti- Collision Avoidance System – Resolution Advisory (TCAS-RA) and Large Hight Deviations (LHDs).	Immediate	GTE/PA-RAST	<b>VALID</b> GREPECAS must consider the difficulty of accomplishing this task with the objectives initially set, since due to restrictions related to the protection of information it is impossible to develop an action plan to follow up on the detected occurrences. In this regard, for completing the actions for this conclusion an extension of it is requested for GREPECAS/23.  <b>ACTIONS for NACC/WG TFs:</b>  NIL
<b>CONCLUSION GREPECAS/22/18</b> <b>TCAS/RA EVENTS REDUCTION AND MITIGATION STRATEGY IN CAR/SAM FIRs</b>	Results to be presented by GREPECAS 23	ATSPs; the industry, CAAs and PA RAST	<b>VALID</b>  <b>ACTIONS for NACC/WG TFs:</b>

Conclusion / Decision	Target date	Responsibles	Status/ Follow-up 2024
That, Considering the risk represented by the TCAS/RA events in the airspace, and its implication for the safety and efficiency of aviation, Air Traffic Service Providers (ATSP); the industry, CAAs and the Pan America Regional Aviation Safety Team PA RAST implemented a strategy to enhance the collection, analysis and reduction measures on a data based-drive approach which results will be presented to GREPECAS/23.			NIL- RASG-PA PARAST will lead the process

— END —