



International Civil Aviation Organization

CAR/SAM Regional Planning and Implementation Group (GREPECAS)

**Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17)**

(Cochabamba, Bolivia (Plurinational State of), 21 to 25 July 2014)

GREPECAS/17 - WP/02

16/06/14

**Agenda Item 1: Follow-up on the results of the GREPECAS/16 and PPRC/1 and PPRC/2 meetings**

**Status of implementation of the conclusions and decisions formulated by the GREPECAS/16, PPRC/1 and PPRC/2 Meetings**

(Note presented by the Secretariat)

**SUMMARY**

This working paper presents the status of implementation of the Conclusions and Decisions formulated by the GREPECAS/16 meeting and by the first and second meeting of the GREPECAS Programmes and Projects Review Committee.

**1. Introduction**

1.1 The GREPECAS/16 meeting, held on 28 March-1 April 2011, in Punta Cana, Dominican Republic, formulated 43 Conclusions and 6 Decisions. It also approved the new GREPECAS organisation, establishing the terms of reference and work programme based on the new approved work methodology, and the composition of the Programmes and Projects Review Committee (PPRC), consisting of 16 members (8 members of the CAR Region and 8 members of the SAM Region).

1.2 The first meeting of the Programmes and Projects Review Committee (PPRC/1) was held at the ICAO North American, Central American and Caribbean (NACC) Regional Office in Mexico City, Mexico, on 25-27 April 2012.

1.3 The second meeting of the Programmes and Projects Review Committee (PPRC/2) was held at the ICAO South American (SAM) Regional Office in Lima, Peru, on 16-18 July 2013.

**2. Discussion**

*GREPECAS/16 Conclusions and Decisions*

1.1 At the PPRC/1 meeting, the States took note that twenty-three (23) out of the forty-three (43) conclusions and five (5) out of the six (6) decisions of GREPECAS/16 had been finalised. Furthermore, twelve (12) out of the seventeen (17) conclusions formulated prior to the GREPECAS/16 meeting had also been finalised.

1.2 At the PPRC/2 meeting, the participating States analysed the status of implementation of GREPECAS conclusions and decisions that had been considered valid by the PPRC/1 meeting, as well as the action taken to that date by CAR/SAM States/Territories/International Organisations and/or the ICAO Secretariat for their implementation, and it was felt that all pending conclusions and decisions of

GREPECAS had been finalised. The current status of the conclusions and decisions is shown in **Appendix A** to this working paper.

*PPRC/1 Conclusions and Decisions*

1.3 The PPRC/2 meeting also reviewed the draft conclusions and decisions formulated by the PPRC/1 meeting, the action taken by CAR/SAM States/Territories/International Organisations and/or ICAO Secretariat, and concluded that they had been finalised or rendered invalid by time, developments or action taken by the PPRC/2 meeting. The results of this analysis are shown in **Appendix B** to this working paper.

1.4 The draft conclusions and decisions formulated by the PPRC/2 meeting and their status of implementation are shown in **Appendix C** to this working paper.

**3. Conclusion**

3.1 Based on the foregoing, it may be concluded that GREPECAS conclusions and decisions formulated up to this Meeting have been finalised and that only the status of implementation of the draft conclusions and decisions formulated by the PPRC/2 meeting needs to be assessed.

**4. Suggested action**

4.1 The Meeting is invited to:

- a) take note of the information contained in **Appendix A** regarding the status of implementation of GREPECAS conclusions and decisions;
- b) take note of the information contained in **Appendix B** regarding the status of implementation of PPRC/1 conclusions and decisions; and
- c) take note of the information contained in **Appendix C** regarding the action plan for the draft conclusions and decisions formulated by the PPRC/2 meeting, and recommend the actions it may deem appropriate in that regard.

- - - - -

## APPENDIX A

**FOLLOW-UP ON CONCLUSIONS AND DECISIONS FORMULATED BY PREVIOUS GREPECAS MEETINGS CONSIDERED AS VALID  
BY GREPECAS/16 – ACTION PLAN**

Conc/Dec and Strategic Objective <sup>1</sup>	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C12/67	<b>QUALITY ASSURANCE SYSTEMS FOR MET SERVICES IN THE CAR/SAM REGIONS</b>	That CAR/SAM States/ Territories/International Organisations make utmost efforts to establish quality assurance systems for meteorological services provided in support of international air navigation in the CAR/SAM Regions.	All SAM States have implemented the MET QMS system; 5 of these States have certified the MET/QMS system and the remaining States are in the process of certification.  In the CAR Region, 5 States and 1 Territory have implemented the MET/QMS system and 11 States are in an advanced state of MET/QMS implementation. Since practically all States have started the establishment of quality assurance systems for meteorological services, the conclusion is considered as finalised.	States/Territories	Implementation of MET QMS	N/A*	<b>Completed</b>
C 13/23	<b>DEVELOPMENT OF A GUIDE FOR THE DRAFTING OF EMERGENCY PLANS FOR AERODROMES THAT MIGHT BE AFFECTED BY VOLCANIC ASH IN THE CAR/SAM REGIONS</b>	That the AERMET Subgroup, in coordination with the Secretariat, develops a guide for the drafting of emergency plans for aerodromes that might be affected by volcanic ash in the CAR/SAM Regions.	The guide was drafted, and is available in Spanish and English.	ICAO	Guide for the drafting of emergency plans for aerodromes that might be affected by volcanic ash in the CAR/SAM Regions.	N/A	<b>Completed</b>

<sup>1</sup> ICAO established the following Strategic Objectives for the 2011-2013 period:

A. **Safety** — Enhance global civil aviation safety

B. **Security** — Enhance global civil aviation security

C. **Environmental protection and sustainable development of air transport** — Foster harmonized and economically viable development of international civil aviation that does not unduly harming the environment.

Conc/Dec and Strategic Objective <sup>1</sup>	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 13/41	<b>NEED TO FURTHER AIS/MAP AUTOMATED SYSTEMS</b>	That, considering the need for CAR/SAM States/Territories/ International Organizations to develop automated systems for the exchange of information/data and the resulting application of the aeronautical information management (AIM) concept, GREPECAS consider: a) automation of AIS services in the CAR/SAM Regions as an urgent matter necessary to make progress in line with developments related to the CNS/ATM elements that are already being implemented in these Regions; and b) urging ICAO to define the global data model for the exchange of aeronautical information as soon as possible.	Regarding item b), it is expected that ICAO define the exchange model. The data exchange model has not been defined yet. ICAO Headquarters has not yet provided a specific date. States and international organizations have made significant progress with the implementation of automated systems in the production and distribution of the IAIP. Costa Rica, Dominican Republic, Trinidad and Tobago (for States in the PIARCO FIR), Cuba, Mexico, and Nicaragua, as well as COCESNA (for Central America) are in the forefront in technologies associated to the global AIM. ICAO has taken note of the requirement for SARPs for the exchange of aeronautical information. SARPs are expected for 2014, so the conclusion is considered as completed.	ICAO	Guidelines and/or SARPs for the exchange model	N/A	<b>Completed</b>
C 15/4	<b>D-VOLMET AERONAUTICAL DATA LINK REQUIREMENTS IN THE CAR/SAM REGIONS</b>	That the ICAO NACC and SAM Offices amend Part VII Vol. I - ATS of the ANP to reflect the requirement for D-VOLMET aeronautical data link services in the CAR/SAM Regions.	The AERMET Subgroup, upon analysing D-VOLMET implementation in the CAR/SAM Regions, proposes an amendment to ANP Volume I Basic, Part VII ATS. The amendment will be included in the new ANP publication. The process for the amendment of the ANP, Volume I is under way. It is expected that it will be completed by the first quarter of 2014 and, accordingly, the conclusion is considered as completed.	ICAO	Amendment to Part VII-ATS, ANP Vol. I	N/A	<b>Completed</b>

Conc/Dec and Strategic Objective <sup>1</sup>	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 15/35	<b>IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN MODEL</b>	Considering that States should take measures to implement the new ICAO flight plan model pursuant to Amendment No. 1 to the 15 <sup>th</sup> Edition of the PANS-ATM (Doc 4444), and in order to establish a regional strategy to facilitate global implementation of this amendment, that: a) based on the guidance material to be prepared by ICAO, CAR/SAM States/Territories and International Organizations take the necessary measures to prepare for the transition to the new flight plan model; and b) the Subgroup establish a contributory body to develop a regional strategy for the transition to the new flight plan model in the CAR/SAM Regions and the provisions associated with ATS messages.	On 15 November 2012, CAR/SAM States and Territories successfully implemented Amendment 1 to PANS/ATM (Doc 4444), 15 <sup>th</sup> Edition. The transition to the new ICAO flight plan model was successfully conducted on 15 November 2012.	a) States and International Organizations b) CNS /ATM /SG	Regional strategy for the implementation of a new ICAO flight plan model.	Recognizing that many of the regions are progressing at a different pace for migration to the new ICAO flight plan, the Commission reiterated the need for global coordination by ICAO HQ so as to ensure smooth transition at regional and national levels.	<b>Completed</b> Nov 2012
C 16/10 C	<b>MONITORING OF SIGMETs RECEIVED IN THE BRASILIA INTERNATIONAL OPMET DATABANK</b>	That in the controls of OPMET information carried out by the Brasilia International Databank: a) priority is given to the analysis of most common errors in the headings of SIGMETs; b) the results be sent to the ICAO SAM Office; and c) ICAO Lima and Mexico Offices submit the monitoring results to the corresponding States for them to take the relevant action to correct the deficiencies detected.	On-going activity taking into account items a), b), and c). The respective project coordinator has carried out this activity, the last being on 4-7 June 2013. The results were very positive, given the response of the States in providing timely information to the Brasilia and Washington databanks. On-going activity by the Brasilia OPMET databank. Regional Offices monitor the performance of the activity and send the results to the States. Accordingly, it is felt that the conclusion has been completed.	Brasilia international OPMET databank	SIGMET monitoring	Not analysed by the ANC	<b>Completed</b>
C 16/13 C	<b>SIGMET TESTS</b>	That in order to keep a constant feedback and efficiency in the issuance of volcanic ash SIGMETs starting 2010, the States, in coordination with the corresponding VAACs, carry out the SIGMET WV test during the month of September. The test should have a duration of 48 hours.	Included in the tasks of the IAVW Project of the MET Programme. The States have taken note of the conduction of annual SIGMET WV tests in the month of September. Consequently, the conclusion is considered as completed. The Secretariat will monitor the performance of this activity.	CAR/SAM States/ Territories/ international organizations	SIGMET WV tests	Not analysed by the ANC	<b>Completed</b>

Conc/Dec and Strategic Objective <sup>1</sup>	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
16/16 C	<b>INSTALLATION OF AMHS USER TERMINALS IN METEOROLOGICAL UNITS WITH INTERNATIONAL OPMET REQUIREMENTS</b>	That the corresponding States, when implementing the new AMHS systems in substitution of the current AFTN system, take into consideration the installation of AMHS user terminals in the MET units of the States that have international OPMET requirements, in order to increase the availability of OPMET information and to comply with GREPECAS Conclusion 6/33.	The States, upon implementing the new AMHS, are considering the installation of AMHS terminals in meteorological units with international OPMET requirements. In the CAR Region, many States are in the process of implementing this new AMHS system. The States have taken note of the need to install AMHS terminals in MET stations with international requirements, and many have already installed them. Consequently, the conclusion is considered as completed.	CAR/SAM States/Territories /international organisations	Installation of AMHS user terminals in meteorological units with international OPMET requirements	Not analysed by the ANC	<b>Completed</b>
16/17 C	<b>AMENDMENT TO CAR/SAM BASIC ANP AND FASID, PART VI – MET</b>	That: a) Part VI – MET of the CAR/SAM Basic ANP and FASID Tables MET 1A and MET 2A are amended as shown in Appendix D to WP/08 of this meeting; and b) Table MET 2B of the CAR/SAM Facilities and Services Implementation Document (FASID): i. be eliminated from the CAR/SAM FASID; and ii. be included as an appendix to the CAR/SAM Guide for OPMET exchange.	Amendment to the Basic ANP circulated on 6 March 2012. NACC information pending for amendment to the ANP FASID.	Secretariat ICAO NACC and SAM Offices	Amendment to CAR/SAM Basic ANP and FASID, Part VI-MET	Not analysed by the ANC	<b>Completed</b> Jun 2012
C 16/19 C	<b>ATM/MET SEMINAR/WORKSHOP</b>	That ICAO, in order to develop a list of possible MET requirements in support of ATM, conduct, in coordination with WMO, an ATM/MET seminar/workshop for the CAR/SAM Regions.	It was held on 29-31 October 2012 at the NACC Regional Office.	ICAO Lima and Mexico Regional Offices	ICAO/WMO seminar/workshop	Took note and urged the Secretary General to request the WMO its support for organising the seminar/workshop	<b>Completed</b> Oct 2012

## A-5

Conc/Dec and Strategic Objective <sup>1</sup>	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 16/24 A	<b>HARMONIZATION OF TAXIWAY DESIGNATION</b>	That ICAO consider the development and provision of guidelines on the harmonization of taxiway designation in order to reduce operator confusion and to minimize runway incursions.	The AGA section has developed guidelines on the harmonization of taxiway designation, which are currently under review. The ICAO Aerodrome Panel has included the task in its work programme and it is expected that the task will be completed in 2014. Consequently, the conclusion is considered as completed.	ICAO HQ/AGA	Guidelines on the harmonization of taxiway designation.	Supported the development of guidelines by ICAO and urged the Secretariat to include this matter in the work programme of the Aerodrome Panel	<b>Completed</b>
C 16/31 C	<b>AVAILABILITY OF DOCUMENTATION IN SPANISH</b>	That the need to give priority, to the extent possible, to translating into Spanish the texts that are available only in English and that are of crucial importance for complying with ICAO SARPs, be proposed to ICAO with a view to achieving the AIS-AIM transition.	The proposal was submitted. The Quality Manual, Training Manual, AIS Manual, Charting Manual, Guidelines in the Use of the Public Internet for Aeronautical Applications, and eTOD Manual were translated. ICAO HQ is drafting Doc 9839 AIM-QMS, and is preparing the AIM TRAIN manual, the PANS AIM, and other documentation indicated in this conclusion for translation into Spanish. Since HQ is in the process of translating the documentation and its completion is foreseen for 2014, the conclusion is considered as completed.	ICAO HQ IIM/AIM	Spanish text of guidance material for AIS-AIM transition.	Note taken	<b>Completed</b>
C 16/32 C	<b>GENERAL GUIDANCE FOR THE IMPLEMENTATION OF A GIS SYSTEM IN AIM</b>	GREPECAS approves, as an element of vital importance in support of ICAO SARPs, the application of the general guides for the implementation of a GIS system in AIM, towards the transition from AIS to AIM in the States, Territories, and international organisations of the CAR/SAM Regions	The guides are in the process of being implemented in CAR States, and have been adopted by SAM States. In the SAM Region, all States have implemented a GIS system.	CAR/SAM States/ Territories/ international organisations	Apply the general guides for the implementation of a GIS system in AIM.	Note taken	<b>Completed</b>

Conc/Dec and Strategic Objective <sup>1</sup>	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 16/36 C	<b>COLLECTION OF INFORMATION ON EXISTING AND FUTURE AVIONICS IN THE CAR/SAM REGIONS</b>	<p>Taking into account the importance of having information on avionics already installed and to be installed on user aircraft, for purposes of planning and cost/benefit analyses, it is urged that:</p> <p>a) States/Territories and international organisations collect information on avionics already installed and to be installed in non-IATA domestic fleets and other general aviation users, suggesting the adoption of a format similar to that of the IATA survey form (Appendix D to this part of the Report), the results to be sent to the respective ICAO Regional Office by December 2010;</p> <p>b) IATA include the aforementioned information in the IATA database, informing the ICAO CAR/SAM Regional Offices about the response to this request; and</p> <p>c) the information collected to date in the SAM and CAR Regions be included in the mentioned database, as well as any information that can be provided by the avionics manufacturers.</p>	<p>Difficulties in data collection in CAR/SAM States continue. This conclusion should be examined together with IATA to confirm/update the agreements for the collection of this information.</p> <p>The collection of information using the IATA form has concluded since the latter is no longer being used.</p> <p>Information on avionics is being collected in each Region as part of the activities envisaged for the implementation of PBN, data link, and new surveillance systems. Therefore, the conclusion is no longer valid and is considered as completed.</p>	<p>CAR/SAM States / Territories/ international organisations</p> <p>IATA</p>	<p>Collection of information on existing and future avionics</p> <p>Inclusion of avionics information in the IATA survey form.</p>	Not analysed by the ANC	<b>Completed</b>



Conc/Dec and Strategic Objective <sup>1</sup>	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
<b>C 16/38</b>  <b>C</b>	<b>IMPROVEMENTS TO THE ACTIVITIES RELATED TO ADS-B TRIALS</b>	That States/Territories/international organisations that are carrying out ADS-B trials are urged to: a) continue with the data collection and analysis, in accordance with GREPECAS guidelines (GREPECAS/15 report, Appendix Q); b) seek the exchange of data between States, particularly with regard to coverage superposition and analysis criteria; c) solve, with the respective airspace users, the duplicate or illegal 24-bit address cases identified, and inform in this respect to the ICAO Regional Offices; d) inform airspace users on any anomaly in the received ADS-B messages, in preparation for future ADS-B implementation; and e) duly inform the ICAO Regional Offices on trial results for their publication.	The NAM/CAR Ad-hoc Group and the SAM/IG are taking into account these improvements and considerations in ADS-B trials. On-going activity prior to the installation of an ADS B station. a) Several States are analysing ADS-B data. b) ADS-B data sharing will be carried out as part of the analysis. c) 24-bit address duplication is part of the data analysis. d) Continuous activity prior to the installation of an ADS-B station. The ad-hoc groups will inform ICAO on their activities. The States have taken note of the action required when conducting ADS-B trials. Therefore, the conclusion is considered as completed.	CAR/SAM States/ Territories/ international organisations	Improvement in activities related to ADS-B trials	Note taken	<b>Completed</b>
<b>C 16/40 + associated C 16/41</b>  <b>C</b>	<b>TRAINING FOR AERONAUTICAL PROFESSIONAL COMPETENCE</b>	That CAR/SAM States/Territories and international organisations take into consideration the list of short- and medium-term training requirements shown in Appendix D to the report of the CNS/ATM/SG/1 meeting, so that the CATCs, in coordination with civil aviation authorities of CAR/SAM States/Territories and international organisations, prepare aeronautical training programmes that contemplate regional air navigation and safety requirements.	Note has been taken and it has been included in work plans and discussions on training: It will be presented and discussed at the next meeting of training centres of the NAM/CAR Regions to be held during the first semester of 2012. In the CAR Region, this list has been submitted to the consideration of the States/ANSPs and training centres. SAM States have analysed and discussed this list at the meetings of Directors of civil aviation training centres (CATCs). In order to guide States on competence-based training, the Twelfth meeting of Directors of CATCs of the SAM Region (Lima, Peru, 3-5 December 2012) considered that the Mexico and Peru training centres should draft an agenda for a seminar/workshop on competence-based training to be held during the second semester of 2013.	CAR/SAM States/ Territories/ international organisations	Aeronautical training programmes that take into consideration regional requirements.	Note taken	<b>Completed</b>

Conc/Dec and Strategic Objective <sup>1</sup>	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
C 16/43 A	<b>REVISED METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES</b>	That: a) ICAO consider the proposed revised methodology for the identification, assessment and reporting of air navigation deficiencies presented in Appendix A to this part of the report; and b) in the <i>interim</i> , GREPECAS adopt the revised methodology as a test-bed and notify the ANC of the results.	a) ICAO took note of the revised methodology for the identification, assessment and reporting of deficiencies and is waiting for the results of implementation tests. b) The methodology continues to be applied as a test bed. ICAO has taken note of the revised methodology, which has been incorporated into a test bed prior to its final adoption. Therefore, the conclusion is considered as completed.	ICAO HQ/ANB and GREPECAS Secretary	Proposed revised methodology for the identification, assessment and reporting of air navigation deficiencies	Commended the work by GREPECAS in proposing a revised methodology for the identification, assessment and reporting of air navigation deficiencies. Any decision on this matter must await the results of the trials. The Secretariat is called upon to ensure that any revised methodology for the identification, assessment and reporting of air navigation deficiencies is uniformly applied by all PIRGs and Regions, and to verify other proposals presented by other PIRGs.	<b>Completed</b>

\* N/A: Not applicable

-----

## APPENDIX B

## FOLLOW-UP ON OUTSTANDING CONCLUSIONS/DECISIONS OF THE PPRC/1– ACTION PLAN

Conc/Dec and Strategic Objective(s)	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up	To be initiated by	Status	Deliverable	Completion Date
<b>DRAFT CONCLUSION 1/1</b>	<b>ACTIONS TO IMPROVE PROCESSING OF AIR NAVIGATION DEFICIENCIES</b>	<p>That, with the aim of improving the processing of air navigation deficiencies, ICAO:</p> <p>a) conduct training activities on the HIRA process related to deficiencies and the mechanism for reporting to the Regional Offices, within the context of existing events, missions to States, State visits to ICAO Regional Offices, teleconferences, etc.;</p> <p>b) request States to report, by 30 June 2012, the difficulties they may be facing for the implementation of the HIRA process for “U” deficiencies; and</p> <p>c) urge States to test the centralized database on the ICAO iSTARS platform, following the guidance contained in PPRC/1-WP/16 and provide feedback to the ICAO Regional Office by 31 August 2012.</p>	<p>PPRC/2 WP/04 under Agenda Item 1.3</p> <p>a) Teleconferences were carried out via web for some SAM States. In the CAR Region, a workshop on management of air navigation deficiencies and the use of the revised hazard identification and risk assessment methodology was held on 17 May 2013.</p> <p>b) Only one SAM State reported difficulties in HIRA implementation (Argentina) and none of the CAR States sent comments in this regard.</p> <p>The activity has been suspended until further notice.</p>	a), b) and c) ICAO Regional Offices	a), b) and c) completed	Improvement in the processing of air navigation deficiencies	31 August 2012

<b>Conc/Dec and Strategic Objective(s)</b>	<b>Title of Conclusion/Decision</b>	<b>Text of Conclusion/Decision</b>	<b>Follow-up</b>	<b>To be initiated by</b>	<b>Status</b>	<b>Deliverable</b>	<b>Completion Date</b>
			c) The ICAO NACC and SAM Regional Offices informed through letters SA050 of 29 January 2013 and EMX1141 of 27 December 2012 that the migration of the GANDD database to the new ANDEF database of the iSTARS platform was suspended until further notice and thus the GANDD should continue to be used. The activity has been suspended until further notice.				
<b>DRAFT DECISION 1/2</b>	<b>GREPECAS PROCEDURAL HANDBOOK</b>	The 2012 Sixth Edition, version 1.1, of the GREPECAS Procedural Handbook is approved.		PPRC/1 meeting	Completed	GREPECAS Procedural Handbook updated	April 2012
<b>DRAFT DECISION 1/3</b>	<b>PROGRAMMES AND PROJECT REVIEW COMMITTEE (PPRC) TERMS OF REFERENCE AND WORK PROGRAMME</b>	The revised PPRC Terms of Reference and Work Programme presented in Appendix B to this part of the report are approved.		PPRC/1 meeting	Completed	Terms of reference and work programme of the Programmes and Projects Review Committee (PPRC) updated	April 2012
<b>DRAFT DECISION 1/4</b>	<b>GREPECAS ANNUAL REPORT CONTENT</b>	The content of the GREPECAS Annual Report presented in Appendix C to this part of the report is approved.	PPRC/2 WP/16 under Agenda Item 4.2	PPRC/1 meeting	Superseded. The content of the GREPECAS Annual Report is no longer valid (refer to WP/16).	Content of the GREPECAS Annual Report	April 2012

## APPENDIX C

## FOLLOW-UP TO OUTSTANDING CONCLUSIONS/DECISIONS OF PPRC/2 – ACTION PLAN

Conc/Dec and Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up	Responsibility	Status	Deliverable	Completion date
<b>DRAFT CONCLUSION 2/1</b>	<b>Improvements to the revised air navigation deficiencies methodology and the GREPECAS air navigation deficiencies database (GANDD)</b>	That ICAO:  a) review and make the necessary modifications to improve the air navigation deficiencies methodology and the GANDD, based on the recommendations formulated under Agenda Item 1, paragraph 1.3.3; and b) submit the improvements at the GREPECAS/17 meeting.	A review and modification were made to improve the air navigation deficiencies methodology, shown in GREPECAS/17 WP/18.	ICAO	Valid	Improvements made to the Revised Air Navigation Deficiencies Methodology and to the GREPECAS Air Navigation Deficiencies Database (GANDD)	. July 2014

Conc/Dec and Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up	Responsibility	Status	Deliverable	Completion date
<b>DRAFT CONCLUSION 2/3</b>	<b>Regional and global air navigation reporting</b>	<p>That States:</p> <p>a) support the plan to produce an online Regional Performance Dashboard in March 2014 and the annual Global Air Navigation Report to be published in April 2014;</p> <p>b) provide the required information to the ICAO Regional Offices to demonstrate operational improvements by February 2014 and periodically thereafter; and</p> <p>c) establish, if not yet done so, a performance measurement strategy that comprises data compilation, processing, storage and reporting for the regional performance metrics identified for air navigation systems.</p>	<p>CAR/SAM States endorsed it and provided data for the regional performance dashboard, and established the performance measurement strategy.</p> <p>The regional priorities and objectives for the SAM Region were approved at the Thirteenth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/13, Bogotá, Colombia, 4-6 December 2013), where the Bogota Declaration was formulated.</p> <p>In the CAR Region, they were approved at the Fifth Meeting of Directors of Civil Aviation of North America, Central America and the Caribbean (NACC/DCA/5, Port-of-Spain, Trinidad and Tobago, 28-30 April 2014), where the Port-of-Spain Declaration was formulated.</p>	ICAO	Completed	Regional Performance Dashboard	May 2014
<b>DRAFT CONCLUSION 2/4</b>	<b>Follow-up on AN-Conf/12 recommendations by States and international organisations</b>	That States and international organisations, on the basis of the analysis to <b>Appendix A</b> hereto, take follow-up action as appropriate on the applicable recommendations of AN-Conf/12.	The States and international organisations took note of the follow-up action to be carried out.	States	Valid	Implementation of AN-Conf/12 recommendations	Block 0 2018 Block 1 2023

Conc/Dec and Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up	Responsibility	Status	Deliverable	Completion date
<b>DRAFT CONCLUSION 2/5</b>	<b>Follow-up to AN- Conf/12 recommendations by GREPECAS</b>	That, in order to follow up on AN-Conf/12 recommendations and report to the GREPECAS/17 meeting, the ICAO Regional Offices:  a) inform on the activities and actions adopted in relation to the recommendations as assigned to ICAO; and b) study the recommendations of the AN-Conf/12, initiate appropriate follow-up actions and submit a report on the outcomes of these actions in accordance with the distribution presented in Appendix B.	The working papers addressing agenda item 4 that describe the status of implementation of activities of the projects under GREPECAS programmes show the corresponding follow-up action to AN-Conf/12 recommendations.	ICAO	Completed	Project activities aligned with AN-Conf/12 recommendations.	July 2014
<b>DRAFT CONCLUSION 2/6</b>	<b>Support to GANP and ASBU concept at the 38<sup>th</sup> Session of the ICAO Assembly</b>	That CAR/SAM States support the new edition of the Global Air Navigation Plan (GANP) and the Aviation System Block Upgrades (ASBU) concept during the 38 <sup>th</sup> Session of the ICAO Assembly.	CAR/SAM States endorsed the new edition of the Global Air Navigation Plan (GANP) and the Aviation System Block Upgrades (ASBU) concept during the 38 <sup>th</sup> Session of the ICAO Assembly.	States	Completed	Support to GANP and ASBU	October 2013

Conc/Dec and Strategic Objective	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up	Responsibility	Status	Deliverable	Completion date
<b>DRAFT DECISION 2/2</b>	<b>Regional priorities and targets for air navigation</b>	<p>That GREPECAS:</p> <p>a) establish, as per Recommendations 6/1 and 6/12 of the Twelfth Air Navigation Conference (AN-Conf/12), regional priorities and targets for air navigation, consistent with the Global Air Navigation Plan (GANP) and Aviation System Block Upgrades (ASBU), by March 2014, if possible, and by May 2014 at the latest; and</p> <p>b) as per GREPECAS Decision 16/3, the regional priorities and targets for air navigation will be coordinated with RASG-PA to ensure consistency of action and avoid overlap.</p>	<p>Air navigation and safety priorities and targets were established in the CAR/SAM Regions in a coordinated manner to avoid duplication.</p> <p>Regional priorities and targets for the SAM Region were approved at the Thirteenth Meeting of Civil Aviation Authorities of the SAM Region (RAAC/13, Bogotá, Colombia, 4-6 December 2013), where the Bogotá Declaration was formulated in this regard.</p> <p>In the CAR Region, they were approved at the Fifth Meeting of Directors of Civil Aviation of North America, Central America and the Caribbean (NACC/DCA/5, Port-of-Spain, Trinidad and Tobago, 28-30 April 2014), where the Port-of-Spain Declaration was formulated in this regard.</p>	ICAO	Completed	Regional priorities and targets for air navigation in the CAR and SAM Regions	March 2014
<b>DRAFT DECISION 2/7</b>	<b>Revised Terms of Reference and Work Programme of the Programmes and Projects Review Committee (CRPP)</b>	That the proposed revised terms of reference and work programme of the PPRC shown in <b>Appendix A</b> to this part of the report are approved.	The PPRC/2 approved the terms of reference and work programme of the PPRC.	ICAO	Completed	Revised terms of reference and work programme of the PPRC.	July 2013



<b>Conc/Dec and Strategic Objective</b>	<b>Title of Conclusion/Decision</b>	<b>Text of Conclusion/Decision</b>	<b>Follow-up</b>	<b>Responsibility</b>	<b>Status</b>	<b>Deliverable</b>	<b>Completion date</b>
<b>DRAFT DECISION 2/8</b>	<b>GREPECAS Annual Report</b>	That GREPECAS submit an annual report to the ICAO Air Navigation Bureau (ANB) consisting of the GREPECAS meeting report in years when a GREPECAS meeting is held and a PPRC meeting report in other years, which includes a Table of Conclusions and Decisions in the format presented in <b>Appendix B</b> .	The results have been reported to the ANB, with the exception of the table of conclusions and decisions, which will be included in the GREPECAS/17 meeting report.	ICAO	Valid	GREPECAS annual report	This procedure should be included in the GREPECAS Manual