



Fifth Meeting of the Programmes and Projects Review Committee (PPRC/5)
 Mexico City, Mexico, 16 to 18 July 2019

- Agenda Item 1: Follow-up to the Valid Status of GREPECAS Conclusions and Decisions and of Air Navigation Deficiencies in the CAR/SAM Regions**
1.1 Review of the status of implementation of GREPECAS valid conclusions and decisions

PROGRESS IN THE IMPLEMENTATION OF OUTSTANDING CONCLUSIONS AND DECISION OF GREPECAS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
Under this item the Meeting will examine the progress of the implementation of conclusions and decisions of the GREPECAS/18 meeting in force.	
Action:	Under paragraph 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • <i>Safety</i> • Air Navigation Capacity and Efficiency • 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 Third Meeting of the Programmes and Projects Review Committee (PPRC/3), Mexico City, Mexico, 21 to 23 July 2015/ • Report of the Fourth Meeting of the Programmes and Projects Review Committee (PPRC/4) (Lima, Peru, 12 - 14 July 2016)

1. Introduction

1.1 The Eighteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/18) analyzed the follow up to valid GREPECAS and PPRC conclusions. From the analysis of the PPRC/3 and PPRC/4, it was observed that problems of scarce availability and lack of commitment of the experts nominated by States to carry out projects persist, and States were urged to change such situation.

1.2 From the conclusions and decisions issued by the PPRC/3 and PPRC/4, four PPRC/3 conclusions and decision and four issued during the PPRC/4 are still valid and therefore it was decided to recode them as GREPECAS/18 conclusions.

1.3 In turn, the GREPECAS/18 meeting formulated 4 decisions and 14 conclusions, which together with the recoded PPRC conclusions totaled 22 decisions/conclusions. In this sense, the meeting considered that the conclusions and decisions included in the **Appendix** are still valid.

2. Discussion

2.1 The GREPECAS/18 Report and its conclusions were reviewed the ICAO Air Navigation Council (ANC) at their 208 session on 12 June 2018 and highlighted the following:

“The WP/SRP were briefed on the key issues, challenges and achievements during 2017. GREPECAS identified the key challenges faced in the region as: the high rate of missing operational messages including flight plans, AIS staff training, an ongoing need to improve ATS communications and coordination and discussion related to errors between adjacent FIRs, that include Civil Aviation Authorities and Air Navigation Service Providers and users, the need to accelerate aerodrome certification, expedite the transition from AIS to AIM, address the issues related to QMS/MET and QMS/AIM implementation, address the challenges in the e-TOD implementation and address the lack of active participation by States for supporting project activities. (...)

On the subject of implementation of SID/STAR/PBN, the WG/SRP commented on the high level of implementation achieved by the Region. However, a question was raised whether in some instances, there could have been pressure to achieve the ICAO PBN targets and this might lead to States to rush the design of PBN/SID/STARs. This may result in inadequately designed and/or incorrect implementation of the procedure published in the AIP appropriate for the fleet.

The WG/SRP requested the Region what advice they can provide, if any, towards the next version of the GANP. The Region commented that the target established by the Assembly Resolution (A37-11) was unrealistic and very difficult to accomplish and that States and industry had combined their efforts to implement PBN.

With regards to procedure design, many States hire consultants to take on the task without verifying the qualifications. While a risk assessment and post-implementation analysis is undertaken for every procedure, there have been cases where a procedure was published but not tested in collaboration with the airlines. The issue has been recognized and is being addressed.

The WG/SRP noted that one of the key issues highlighted by GREPECAS in 2017 was the high rate of missing operational messages, including flight plans encountered in some FIRs and States. The WG/SRP questioned whether this has been brought to the attention to RASG-PA as it is seen as a Safety concern.

The WG/SRP was informed that GREPECAS had addressed this topic in a collaborative way between States, industry and ANSPs where several best practices and guidance on ways to mitigate the errors have been provided to stake holders as well as specific training for AIS/ARO Staff on the correct filing of FPLs. The RASG-PA did not view this topic as a safety concern as the data analysis had no raised the flag. The RASG-PA is actively following and reviewing the GREPECAS outcomes on this matter.

The ANC was invited to request the PIRG/RASG Secretariat to bring to the attention of the GREPECAS the issue of missing flight plans in CAR/SAM Regions and take action if necessary.”

3. **Suggested action**

3.1 The Meeting is invited to:

- a) take note of the information presented; and
- b) evaluate the information contained in the Appendix, and recommend the actions it may deem appropriate in that regard.

APPENDIX
FOLLOW-UP TO OUTSTANDING CONCLUSIONS AND DECISIONS – FORMULATED BY PREVIOUS GREPECAS MEETINGS
CONSIDERED VALID BY GREPECAS/18

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
GREPECAS/18 C-18/1 A & B	Actions for ATFM Implementation in the CAR Region	<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.</p>	<p>- Through ANI/WG ATFM Task Force work is being performed to support ATS service suppliers in the CAR Region, with the identification of their capacity needs and development for the ATFM implementation.</p> <p>- ICAO NACC Regional Office developed an amendment proposal to the ATFM Operational Concept for the CAR/SAM Regions. This was sent to the SAM Regional Office for review and comments. It is expected to be approved at this CRPP.</p>	<p>a) States and Territories of the CAR Region b) ICAO NACC Regional Office</p>	<p>a) ATFM Positions or ATFM units b) PfA</p>	Note was taken.	<p>Valid PPRC/5</p>

¹ Strategic Objectives: A – Safety; B – Air navigation capacity and efficiency and E- Environmental protection

Conc/Dec and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision	Follow-up and Remarks	Responsibility	Deliverable	Action by the ANC	Status and Reporting/ Completion Date
GREPECAS/18 D/2 A	Establishment of a Working Group to obtain better AMHS operational use	That, in order to exploit AMHS potentialities and take advantage of its operational use: 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 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	NAM/CAR concluded the AMHS systems implementation in the entire region. Currently, the AMHS connection in SAM States has been agreed. No joint work has yet been done between the two regions. All SAM States have implemented their AMHS COM centres. The establishment of P1 connections (AMHS) between the COM centres in the region is in process. Currently (19 June 2019), 18 of 28 planned AMHS connections have been established. Two connections were concluded between regions: Brasilia – Madrid, Atlanta (FAA) – Brasilia and Atlanta (SITA) – Brasilia/Ezeiza.	Secretariat	Working Group	Note was taken.	Valid Progress for PPRC/
GREPECAS/18 C/3 A y B	Revision of the MET Programme and its tasks	That, a) QMS/MET implementation be measured by certification, through a QMS certifying firm on aeronautical meteorology services; b) States that have obtained QMS/MET system certification, submit a copy of their certificates to the Secretariat;	States in the CAR Region are invited to comply with the agreed actions by GREPECAS/18 numeral b).	States	a) Measurement of QMS/MET implementation b) copy of certificates	Note was taken.	Valid Progress for PPRC/
GREPECAS/18 C/4 A,B & E	Development of air navigation plans aligned with the GANP and the regional performance-based air navigation plans	That, the CAR/SAM Regions States that have not yet amended or developed their National Plans aligned with the Global Air Navigation Plan (GANP) (4 th edition) and the RPBANIP and SAM PBIP, complete them shortly in order to harmonize the	NAM/CAR region has elaborated 16 air navigation plans; in 2019 is planned the elaboration of six pending air navigation plans. SAM Region has elaborated 6 air navigation plans and 7 are in the elaboration process.	States	Completed National Plans aligned with GANP	Note was taken.	Valid Progress for PPRC/

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		implementation and facilitate the interoperability of systems and inter and intra-regional air navigation systems and services.					
GREPECAS/18 D/5 A & B	Improved data collection process for the treatment of deficiencies reported by IFALPA and IATA	In order to improve the data collection process for the treatment of deficiencies reported by IFALPA and IATA, the NACC and SAM Regional Offices: 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 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.	During the ANI/WG/05 Meeting, IATA was requested to provide their information contributions to ICAO more frequently.	NACC and SAM Regional Offices:	a) teleconference b) report on deficiencies	Note was taken.	Valid Progress for PPRC/5
GREPECAS / 18 C/6 A & B	Resolution of aeronautical meteorology deficiencies	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: a) develop and conduct professional training courses	a) Honduras coordination with Cuba for the development of the PIB-TM; b) Mexico prepares a homologation plan in coordination with the WMO, which will show results in the medium term. c) That States and Territories of the CAR Region comply with the agreed actions by GREPECAS/18, numeral d).	States and Territories	Training courses, cooperation links, programme, report to Regional Offices	Note was taken.	Valid PPRC/5

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		<p>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 BIP-M contained in WMO Publication No. 1083.</p>					
GREPECAS/18 D/7 A, B & E	Postponement of the approval of VOL. III of CAR/SAM eANP	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,	The CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP ver 4.0) was reviewed and updated as a basis for Vol. III of the ANP. Coordination will be	a) Secretariat b) States	a) Deferred distribution of Vol. III eANP b) Use of RPB implementation plans	Note was taken.	Superseded PPRC

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		<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>initiated with the SAM Office.</p>				
GREPECAS/18 C/8 A & B	Greater support from States to AGA issues and projects	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.	Few States responded to the conclusion: Costa Rica, Cuba, and El Salvador.	States	Designated AGA Experts	Note was taken.	Superseede d PPRC
GREPECAS/18 D/9	AD HOC GROUP TO ANALYSE GREPECAS - RASG-PA COORDINATION IMPROVEMENTS	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: a) studying opportunities for improving coordination	<p>Proposals by the Ad hoc group members will be included in the report that the Secretariat is developing.</p> <p>The joint work with the GREPECAS Presidency for the provision and execution of the group improvements continues.</p>	Secretariat	Opportunities for improvement coordination and recomonendatio ns.	Note was taken.	Superseede d PPRC

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		<p>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>					
GREPECAS/18 C/10	FOLLOW-UP TO THE IMPLEMENTATION OF A39 RESOLUTIONS RELATED TO AIR NAVIGATION	<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>	d) It has not been included in the Regional or Individual contingency plans.	States	<p>a) Establishment of mechanism to address legal/institutional issues</p> <p>b) Amended ANPs</p> <p>c) ANSP and aerodromes operators informed</p> <p>d) policies and action plans included</p> <p>e) procedures to mitigate cyber threats</p> <p>f) differences published in AIPs</p>	Note was taken.	<p>a)Completed</p> <p>b) Completed</p> <p>c)Completed</p> <p>d)Valid</p> <p>e)Completed</p> <p>f) Completed</p> <p>PPRC/5</p>

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		<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>					
GREPECAS/18 D/11	CHARTING DEFICIENCY STRATEGY	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.	A State Letter has been sent to the CAR States for the review and update of Aeronautical Charts.	Task Forces	Addressed deficiencies.	Note was taken.	Valid PPRC/5
GREPECAS/18 D/12	RNAV TO RNP CHARTING TRANSITION	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.		Task Forces	Developed strategy.	Mention was made to the high implementation level of PBN by the region and of the compliance with Assembly Resolution A37-11 and some cases in which procedures are published and not tested with the	Valid June 2018

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						collaboration of airlines.	
GREPECAS/18 C/13	SAFETY MANAGEMENT IMPLEMENTATION	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.		States, international and regional organisations	Tools shared.	Note was taken.	Completed PPRC/
GREPECAS/18 C/14	ENHANCEMENT OF SOUTH ATLANTIC (SAT) GROUP STRUCTURE	That a study be promoted on formalising the SAT group structure and the possibilities of a better coordination with the NAT Region.	No activity has been performed in this regard.	International and regional organizations	Study.	Note was taken.	Completed SAT/23 Meetingt
GREPECAS/18 C/15	INTERFACE CONTROL DOCUMENTS FOR AIDC IMPLEMENTATION	That: for the implementation of the AIDC service between adjacent automated centers, it shall be adopted: 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 b) that the CAR Region and the States adjacent to the United States use the NAM/ICD Protocol	The NAM/CAR region has implemented 39 operational interphases; 12 are being proven and 14 more are planned; three more are in implementation status and two more are planned. In the SAM Region 76 AIDC communications are planned: 58 regional and 18 inter-regional. Currently (19 June 2019), 12 are operational and 10 are pre-operational (all in SAM Region).	a) States b) CAR Region and the States adjacent to the United States	a) Adopted AIDC/ASIA PAC Protocol Version 3.0 b) use of the NAM/ICD Protocol Version E or higher	Note was taken.	Valid Report progress to PPRC/5

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		Version E or higher as the basis for its implementation.					
GREPECAS/18 C/16	SHORT-TERM IMPLEMENTATION BY THE STATES OF AIDC FUNCTIONALITY	That: Radar data are shared between the FIRs of Curacao, Venezuela, the Dominican Republic, Ecuador and Central America. 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. It is invited to lead this initiative to the States of Guatemala, El Salvador, Nicaragua, Costa Rica, Panama, Ecuador, Brazil, Argentina and Colombia. In the ATC systems update projects, the integration requirements with their adjacent FIRs are integrated within the technical/operational requirements.	Currently, Curacao and Dominican Republic are sharing radar data. Cuba and the United States are in the implementation process of the NAM/ICD Phase II. Belize and Costa Rica are in implementation process of the AIDC/PAC with COCESNA. COCESNA and Ecuador have signed a technical cooperation agreement for radar data sharing and facilities for the installation of VHF communications. Nine SAM States (Argentina, Brazil, Chile, Colombia, Ecuador, French Guyana, Panama, Peru and Uruguay) have already implemented their automated systems with enabled AIDC. Three States (Bolivia, Guyana and Surinam) do not count with AIDC enabled functionality.	States	Shared radar data	Note was taken.	Valid 30 August 2018
GREPECAS/18 C/17	MEASURES TO REDUCE FLIGHT PLAN ERRORS	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,	NAM/CAR Region through de development of measurements and statistics of the flight plans errors has found that the adopted measures in the last two years has considerably reduced the errors produced in the Region and has taken the decision to adopt specific measures to determine the cause of the rest of the errors. Central America, Cuba and	a) NAM/CAR/SAM States and IATA b) States c) States and IATA	a) Extensive discussion b) Integrated solutions c) Implemented mechanisms to solve errors	It was mentioned that this subject has been addressed in a collaborative manner among States, industry and	Valid Dec 2018

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		<p>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 implement mechanisms to solve errors in flight plans that may result of the meeting in Lima, before the end of December 2018.</p>	<p>United States have already enabled a system to reject flight plans in operation and are working on the standardization of the rejecting messages so that all users receive the same rejecting message indicating the same error.</p> <p>The main initiatives that have been adopted in SAM Region are centralization of the received flight plans, with manually or automatized error treatment, the establishment of agreements with operators (airlines) to file directly their flight plans in order to avoid duplicity, and the implementation of feedback messages to the flight plans originators through ACK and REJ messages. During the SAM/IG/23 Meeting (Lima, 20 to 24 May 2019), Conclusion SAM/IG/23-02, Syntax Standardization and ACK and REJ format messages for the FPL, was agreed to create a working group for the proposal of a regional and inter-regional standard.</p>			<p>ANSPS. RASG-PA will follow-up proactively to this subject and the GREPECAS results.</p>	
GREPECAS/18 C/18	MERGING OF PROJECTS F1 AND F2 INTO A NEW PROJECT F1	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 "		Secretariat	Merged Project F	Note was taken.	Finalizado GREPECA S/18

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GREPECAS/18 C/19	AERODROME CERTIFICATION PLAN	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	No response from States.	States	3-year plans	Note was taken.	Valid 31 August 2018
GREPECAS/18 D/20	MODIFICATION OF THE GREPECAS PROCEDURAL HANDBOOK	That, in order to reflect the rotation procedure for the GREPECAS and RASG-PA Secretariats, the Meeting decided to: a) modify the GREPECAS Procedural Handbook as follows: “9.2.1 The GREPECAS Secretariat will be provided by ICAO (NACC or SAM Regional Director). The senior ICAO Regional Director will assume the GREPECAS Secretariat.” “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	Informed through State Letter ref. E.OSG - NACC73143 dated 2 May 2018	Secretariat	GREPECAS Procedural Handbook modified	Note was taken.	Completed

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		<p>Director of the other Region.”</p> <p>Note: Existing paragraph 9.2.1 to be renumbered as 9.2.3.;</p> <p>b) charge the Secretariat with coordinating as needed for these changes to be reflected in the RASG-PA ToRs; and</p> <p>c) conduct additional reviews and changes as needed for updating the handbook.</p>					
GREPECAS/18 C/21	SUPPORT TO GTE AND CARSAMMA ACTIVITIES TO IMPROVE THE ANALYSIS OF INFORMATION ON DEVIATIONS IN RVSM AIRSPACE	<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</p>	<p>Still valid; it is still in progress.</p> <p>Specific actions have been performed to reduce the LHD in the most critical aspects. The first focus has been on the TCPs of the FIRs Curaçao and Santo Domingo, obtaining the RADAR data sharing and the shout lines implementation. It is expected that these measures will eliminate the LHD.</p> <p>For the SAM Region, following up this conclusion, both offices have developed bilateral and multilateral activities to address at the FIRs frontiers in specific areas where a high number of LHD events take place, and each Office has identified and prioritized, within their own area of responsibility, the main “hot spot” that must be dealt with under this strategy; up until this moment, the SAM Office has</p>	<p>a) States/international organisations and CARSAMMA A</p> <p>b) CARSAMMA A</p> <p>c) States/Intl.Or g.</p> <p>d) GTE</p>	<p>a) Improved reception and processing of information</p> <p>b) Reduction of LHD occurrences</p> <p>c) operation of non-RVSM aircraft avoided</p> <p>d) Submitted plans.</p>	Note was taken.	Valid PPRC/5

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		<p>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>hosted meetings between FIRs in Cordova in Argentina and Antofagasta in Chile, and another meeting between the FIR in Antofagasta and the FIR Lima.</p>				
GREPECAS/18 C/22	APPROVAL OF THE AMENDMENT TO CARSAMMA TERMS OF REFERENCE AND OF THE GUIDANCE MANUAL FOR POINTS OF CONTACT (POC)	<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</p>	Completed in GREPECAS/18	States/international organisations, CARSAMMA, and all stakeholders	<p>a) Approved amendments</p> <p>b) Approved Guidance Manual</p> <p>c) Support from Brazil</p>		<p>Completed</p> <p>GTE/18</p>

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		Manual for Points of Contact (POCs) accredited to CARSAMMA; and c) request Brazil/DECEA to provide the necessary support to allow CARSAMMA fulfil its new responsibilities derived from the amendment of the TORs.					

— END —