

## Discussion Paper 03- DP03

## Agenda Item 11 GREPECAS/22 Conclusions and Decisions

11.1 The virtual and in-person phases meeting of GREPECAS/22 approved the following conclusions and decisions:

DECISION GREPECAS/22/1		AD-HOC GROUP TO ASSESS THE COORDINATION OF PA-RAST/MAC – GTE SAFETY ISSUES	
<b>What:</b>  An Ad-hoc Group is established under the responsibility of PA-RAST/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.		<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b>  To identify the causes of LHDs in RVSM airspace in the CAR/SAM Regions.			
<b>When:</b> Results to be presented by ESC/40		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		PA-RAST	

CONCLUSION GREPECAS/22/2		PROGRESS ON THE DEVELOPMENT OF VOLUME III OF THE RANP CAR/SAM	
<b>What:</b>  That the CAR/SAM States, in conjunction with air navigation service providers 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.		<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Technical/Operational	
<b>Why:</b>  To ensure a cost-efficient process in the management of KPIs, as well as to strengthen regional planning focused on safe, efficient and adequately capable air navigation, in order to promote the growth of the Industry, based on the performance-based planning methodology by the States.			
<b>When:</b> Present revised version of RANP VOL II, at GREPECAS 23		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Not valid / <input type="checkbox"/> Completed	

<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Others:	ANSP providers, Airports, Airlines, International Organizations, Air Navigation Working Groups.
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<b>CONCLUSION GREPECAS/22/3</b>	<b>SUPPORT FOR INSTRUMENT FLIGHT PROCEDURES DESIGN IN THE CAR/SAM REGIONS</b>
<p><b>What:</b></p> <p>That, to ensure safety of instrument flight operations,</p> <p>a) Air Navigation Service Providers 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 Office continue supporting the provision of flight procedures design basic, advanced and recurring training and report it to GREPECAS/23.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>To reinforce quality assurance for instrument flight procedures design</p>	
<p><b>When:</b>    Report to GREPECAS/23</p>	<p><b>Status:</b>   <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b>    <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

<b>CONCLUSION GREPECAS/22/4</b>	<b>SUPPORT FOR SEARCH AND RESCUE EXERCISES</b>
<p><b>What:</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>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b></p> <p>To promote Regional and Interregional Collaboration to enhance SAR Services.</p>	
<p><b>When:</b>    Report by GREPECAS/23</p>	<p><b>Status:</b>   <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>

<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	
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<b>CONCLUSION GREPECAS/22/5</b>		<b>HARMONIZATION OF THE CAR/SAM ATM CONTINGENCY PLANNING FRAMEWORK</b>	
<b>What:</b> That, to promote global harmonization of the CAR/SAM ATM contingency <u>planning management</u> framework, the Secretariat,  a) <u>organize a workshop in early 2025 to develop a follow-up on the approval of the revised APAC Region ATM Contingency Framework and using this a reference develop a proposal to update the CAR/SAM ATM Contingency <u>Planning management</u> Framework (RACF). The CAR/SAM RACF should be based on the APAC/MID RACF and presented to GREPECAS/23 for endorsement;</u> and  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.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> To <del>implement</del> global harmonization of the CAR/SAM ATM contingency planning framework in the CAR/SAM Regions			
<b>When:</b> Report to GREPECAS/23		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:		NACC and SAM Regional Offices	

<b>CONCLUSION GREPECAS/22/6</b>		<b>HARMONIZED HORIZONS: AIRSPACE OPTIMIZATION IN THE CAR-SAM REGIONS</b>	
<b>What:</b> That, as the proposal for a CAR/SAM Guide, titled "Harmonized Horizons: Airspace Optimization in CAR-SAM Regions" aims to unify Free Route Airspace (FRTO) initiatives under the NEOSPACE-1 project, upon approval of the Harmonized Horizons and Airspace Concept documents for the Airspace Optimization Task Force, aimed at enhancing ATM harmonization in the CAR/SAM Regions, the Secretariat develop a comprehensive roadmap to support the regions' operational goals by GREPECAS/23.		<b>Expected impact:</b> <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> As the proposal for a CAR/SAM Guide, titled "Harmonized Horizons: Airspace Optimization in CAR-SAM Regions" aims to unify Free Route Airspace (FRTO) initiatives under the NEOSPACE-1 project			

<b>When:</b> GREPECAS 23	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	NACC Regional Office

<b>CONCLUSION GREPECAS/22/7</b>		<b>EVALUATION PROCESS OF THE NEW AIRSPACE CONCEPTS</b>
<b>What:</b>	<b>Expected impact:</b>	
<p>That, to enhance the evaluation of new Airspace Concepts, using Brazil as a reference, the Secretariat/ ICAO SAM Regional Office, in collaboration with the CAR and SAM States,</p> <p>a) refine and implement a standardized methodology to guide stakeholders in evaluating and validating new operational scenarios, ensuring alignment with airspace users' needs; and</p> <p><u>b) coordinate with 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.</u></p> <p><u>c) Develop a CAR/SAM Implementation Plan for Project 30/10 as per AN-CONF/14 Recommendation 3.1/1Project 30/10 - Optimized implementation of longitudinal separation minima for endorsement by GREPECAS/23 meeting; and</u></p> <p><u>b)d) develop an intimal CAR/SAM Transition Plan to 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 experts from States and International Organizations, to be presented to GREPECAS/23 meeting.</u></p>	<p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
<b>Why:</b>	<p>The Secretariat, in collaboration with the CAR and SAM States, will lead efforts to create a streamlined, user-focused evaluation process for new operational scenarios. This approach will establish a standardized methodology, developed with GESEA/SG1, that adopts best practices to meet each State's unique needs without directly replicating any single model.</p> <p><u>Also, an implementation plan for Project 30/10 and initial transition plan to FF-ICE will be developed for presentation to GREPECAS/23 meeting.</u></p>	

<b>When:</b> Report to GREPECAS/23	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

<b>CONCLUSION GREPECAS/22/8</b>		<b>DIGITAL AIRSPACE SYSTEM ANALYSIS (DASA) WORKSHOP IN BRAZIL</b>	
<b>What:</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.		<b>Expected impact:</b>  <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b>  This initiative, part of the DESEA efforts, focuses on reducing flight time and fuel consumption, supporting sustainable development by lowering CO2 emissions. It promotes an integrated approach to SAM airspace management, drawing on the experiences and unique needs of each country to enhance overall operational efficiency and environmental impact.			
<b>When:</b> Report to GREPECAS/23		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		Brazil	

<b>CONCLUSION GREPECAS/22/9</b>		<b>CLARIFICATION OF THE DIFFERENCE BETWEEN HIGHER SPACE OPERATIONS (HAO) AND SPACE OPERATIONS</b>	
<b>What:</b>  <del>That, to support ICAO in the construction of the HAO concept that will help States in various issues to better identify their impact on ATM, ICAO establish a unified framework for HAO and space operations management in the CAR/SAM Regions, including sharing experiences and developing harmonized procedures, working with required SME groups to define the difference between HAOs and Space Operations, to be reported to GREPECAS/23.</del>		<b>Expected impact:</b>  <del><input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical</del>	
<b>Why:</b>  <del>Differentiating HAO from space activities and fostering regional collaboration is essential for efficient air navigation service management. A unified approach will help CAR/SAM States effectively address ATM challenges posed by HAO and space operations, ensuring better coordination and operational consistency across the region.</del>			
<b>When:</b> Report to GREPECAS/23		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:		RO/ATM/2, NACC	

<b>CONCLUSION</b>		<b>DISSEMINATION OF THE IMPACTS OF SEVERE WEATHER PHENOMENA ON THE SAFETY OF AIR OPERATIONS</b>	
<b>GREPECAS/22/0910</b>			
<b>What:</b> That, <ul style="list-style-type: none"> <li>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;</li> <li>b) the Secretariat work in coordination with International Organizations, States, and service providers to organize dissemination activities on severe phenomena, their possible connection to Climate Change, and their impact on aviation;</li> <li>c) the Secretariat work in coordination with International Organizations, States, and service providers to analyse severe phenomena that have impacted air operations and airport operability to assess the emergence of new risks associated with these phenomena by GREPECAS/23; and</li> <li>d) the Secretariat work in coordination with International Organizations, States, and service providers to establish mitigation procedures for these new risks, if determined.</li> </ul>	<b>Expected impact:</b> <input checked="" type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical		
<b>Why:</b> States parties are required to ensure the operational safety of air operations by providing services and information that ensure a real situational awareness of the environment in which the air operation will take place.			
<b>When:</b> GREPECAS/23	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed		
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	International Organizations and Service Providers		

<b>CONCLUSION</b>		<b>CYCLIC VERIFICATION OF BBB MET</b>	
<b>GREPECAS/22/101</b>			
<b>What:</b> That,	<b>Expected impact:</b> <input type="checkbox"/> Political / Global		

<p>c) the NACC and SAM Regional Offices develop the dashboard associated with the BBB MET in coordination with the States, Territories and International Organizations in line with the CAR/SAM eANP work plan and report it to GREPECAS/23;</p> <p>c) the States, Territories and International Organizations support the work of the Regional Offices to continue the development of the BBB MET verification process;</p> <p>c) the States, Territories and 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>	<input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical
<p><b>Why:</b> In accordance with the provisions of GREPECAS, it is necessary for States to establish and monitor the implementation status of the Meteorological Service for International Air Navigation through the verification of the BBB and represent the results in a dashboard.</p>	
<p><b>When:</b> GREPECAS/23</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	<p>Secretariat, States</p>

<p><b>CONCLUSION ENVIRONMENTAL STRATEGY IN THE NAM/CAR/SAM REGIONS</b></p>	
<p><b>GREPECAS/22/112</b></p>	
<p><b>What:</b> That,</p> <p>a) States support their counterparts in charge of the States' Action Plans on CO<sub>2</sub> 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 CO<sub>2</sub> emission savings derived from operational improvements implemented through the Aviation System Block Upgrade (ASBUs) by GREPECAS/23.</p>	<p><b>Expected impact:</b></p> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<p><b>Why:</b> Following ICAO Assembly resolutions, States agreed to support the aviation industry's transition to cleaner energy sources and achieve the net-zero 2050 global aspirational goal.</p>	
<p><b>When:</b> GREPECAS/23</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	<p>Secretariat, States</p>

<b>CONCLUSION</b>	
<b>GREPECAS/22/123</b>	<b>MODIFICATIONS APPROVAL TO CAR/SAM F3 PROJECT</b>
<p><b>What:</b> That, to implement Surface Movement Guidance Control System (SMGCS) as part of the F3 Project:</p> <ul style="list-style-type: none"> <li>a) the States approve the revised version (modifications) of the CAR/SAM F3 Project at <b>Appendix A</b> of this report.</li> <li>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</li> <li>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.</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input checked="" type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Technical</li> </ul>
<p><b>Why:</b> To date, the F3 project has focused efforts on promoting the A-CDM concept and prepared an implementation guide accepted by the GREPECAS States. However, the Secretariat proposes new approach of the F3 project, based on the implementation of Surface Movement Guidance Control System (SMGCS) reflected in the revised version of the F3 Project.</p>	
<b>When:</b> 1 December 2024	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

<b>DECISION</b>	<b>REVIEW OF THE CURRENT GREPECAS WORK PROGRAMME AND PROJECTS</b>
<b>GREPECAS/22/134</b>	
<p><b>What:</b> That,</p> <ul style="list-style-type: none"> <li>a) the Meeting adopts the List of Work Programmes and Projects submitted under WP/14 and the Project Description Template (Appendices B and C to WP/14 Rev.);</li> <li>b) the Secretariat to complete the templates for each project, and that they are submitted for the analysis and approval of GREPECAS/23; and</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input checked="" type="checkbox"/> Economic</li> <li><input checked="" type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Technical</li> </ul>



c) the Secretariat to formulate a management mechanism and responsibilities for better monitoring and follow-up of these GREPECAS Programmes and Projects and presents them for the analysis and approval of GREPECAS/23.	
<b>Why:</b> A review of Programmes and Projects is formulated to a) update the list of GREPECAS Programmes and Projects available on the GREPECAS webpage h, including its objectives and goals to comply with current priorities and needs; b) align the indicators and targets on the GREPECAS Dashboards with the GREPECAS Programmes and Projects; and c) enhance integration of projects of the SAM and CAR Regions .	
<b>When:</b> a) Immediate b) GREPECAS/23 c) GREPECAS/23	<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

<b>CONCLUSION</b>	
<b>GREPECAS/22/145 ENHANCE CAR/SAM RVSM AIRSPACE SAFETY</b>	
<b>What:</b> That, to promote actions that allow maintaining operational safety in RVSM airspace,  a) States of FIRs that reported in 2023 a TLS above the acceptable level to work with their respective ICAO Regional Office to develop an action plan to mitigate the main occurrences identified in this period;  <del>a)b</del> take necessary measures to ensure that LHDs, in particular Categories A, B, C, D, E, H, J and K, as applicable, are reported in timely manner; and  <del>b)c</del> the ICAO NACC and SAM Regional Offices reiterate to States the importance of keeping the regional monitoring agencies' database on RVSM approvals up to date and report progress <del>it</del> to GREPECAS/23.-	<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> To ensure target level of safety is achieved in CAR/SAM Regions RVSM airspace	
<b>When:</b> Report by GREPECAS/23	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed

Who: <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	
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<b>DECISION</b> <b>GREPECAS/22/156</b>		<b>UPDATE OF THE GUIDANCE MANUAL FOR CONTACT POINTS ACCREDITED TO CARSAMMA</b>	
<b>What:</b> <p>The Meeting accepts 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 this report.</p>		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> <p>Efficiency in collecting, analysing, and validating significant altitude deviations in the RVSM airspace of the CAR/SAM regions is essential to maintaining operational safety within the expected level. The update of the functions and responsibilities of the Focal Points, CARSAMMA, and the Rapporteur is essential to improve the efficiency of the RVSM airspace monitoring process</p>			
<b>When:</b> GREPECAS 22		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:		ANSP, airports and airlines	

<b>CONCLUSION/DECISION</b> <b>GREPECAS/22/16</b>		<b>Global Challenges and GREPECAS Meetings' Report</b>	
<b>What:</b> <p>That,</p> <p>a) <u>feedback on the global challenges in Appendix XX from CAR/SAM Regions be including in the report of GREPECAS/22 meeting; and</u></p> <p>b) <del>XX</del><u>in coordination with the GREPECAS Chairpersons improve the report of the GREPECAS meetings for better visibility of the regional challenges and the actions recommended for ICAO Headquarters (ANB, ANC or Council).</u></p> <p>a)</p> <p>b)</p>		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input type="checkbox"/> Operational/Technical	

<b>Why:</b> <u>To improve the reporting mechanism and the visibility for the CAR/SAM activities, achievements and challenges with the proposed associated actions to address those reported challenges.</u>	
<b>When:</b> <u>March 2025</u>	<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	<u>Chairperson GREPECAS</u>

<b>DECISION</b>		<b>Approval of the update of the GREPECAS Procedural Handbook</b>	
<b>GREPECAS/22/17X</b>			
<b>What:</b> That,  The members of the GREPECAS meeting approve the updated GREPECAS Procedures Manual, as presented in Appendix XX of this report.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> DECISION GREPECAS/21/22 and DECISION GREPECAS/21/25 mandated that the GREPECAS Procedures Manual be updated in line with the actions outlined in these decisions and submitted for review and approved during GREPECAS/22.			
<b>When:</b> Immediately		<b>Status:</b> <input type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:			

<b>DECISION</b>		<b>TCAS REDUCTION AND MITIGATION STRATEGY IN CAR/SAM FIRs</b>	
<b>GREPECAS/22/18</b>			
<b>What:</b> Considering the risk represented by the TCAS events in the airspace, and its implication for the safety and efficiency of aviation, a strategy is implemented it is essential to enhance the collection, analysis and implementation of reduction measures on a based-drive approach.		<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> The RASGPA/GREPECAS meeting emphasized the need to improve data collection related to TCAS events and implement strategic, data-driven reduction measures in FIRs across the CAR/SAM regions, including reporting, training, collaborative work, and the involvement of the SMS ATS.			
<b>When:</b> Results to be presented by GREPECAS 23		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:		ATSP; Industria, CAAs, PA RAST.	

<b>DECISION</b>		<b>Activation of an Ad-hoc Group for the development of KPIs of</b>	
<b>GREPECAS/22/xxx</b>		<b>GANP (KAHG)</b>	
<b>What:</b>		<b>Expected impact:</b>	
<p><u>Under the framework of the Program for the Strengthening of the Regional Plan (RANP) and National Plans (NANP) of the CAR/SAM, working together with the regional implementation groups, industry and stakeholders, an Ad-Hoc Group is activated for the development of key performance indicators KPI of the GANP (KPI Ad-hoc Group - KAHG) in order to strengthening the implementation of Volume III of the RANP CAR SAM, with the following tasks:</u></p> <p>d) <u>Prepare a regional RAC/SAM guide and standardized teaching materials on the methodology of performance indicators, data collection and management, and calculations;</u></p> <p>d) <u>Formulate an Action Plan for the progressive implementation of KPIs, identifying priorities and resources required, harmonized with the progress of the implementation groups;</u></p> <p>d) <u>Implement a Communications Plan and adequate means of dissemination (dashboards, etc.) of the KPIs; and</u></p> <p>d) <u>Formulate a regional and/or interregional initiative for KPIs benchmarking activities.</u></p>		<p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>	
<b>Why:</b> <u>To promote performance-based planning aligned to the GANP, strengthen Volume III of the RANP CAR/SAM, and foster collaborative work with the implementation groups, Industry and stakeholders. To improve skills of States on the management of KPIs, so that they prepare for the application of new indicators of the GANP 8th edition and the NANP Template, starting in 2026.</u>			
<b>When:</b> <u>Results to be presented at GREPECAS 23</u>		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Others:		International organizations, users, stakeholders.	