



**Fourth GREPECAS–RASG-PA Joint Meeting and
Twenty-second Meeting of the CAR/SAM Regional Planning and Implementation Group
(GREPECAS/22)**

Virtual Phase (Asynchronous, 16 September to 11 October 2024)
In-Person Phase (Lima, Peru, 20 to 22 November 2024)

Agenda Item 3: Follow-up on the Valid GREPECAS Conclusions and Decisions

FOLLOW-UP ON THE VALID GREPECAS CONCLUSIONS AND DECISIONS
(Presented by Secretariat)

EXECUTIVE SUMMARY

This Working Paper presents an executive follow-up summary (Appendix) that includes the Conclusions and Decisions of the previous GREPECAS Meetings, identifying the ones that were part of the RASG-PA GREPECAS joint meeting.

Action:	The suggested actions are presented in Section 2
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Safety • Air Navigation Capacity and Efficiency
<i>References:</i>	<ul style="list-style-type: none"> • Report of the GREPECAS/22 Meeting

1. Introduction

1.1 The Twentieth One Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/21), held in at the Santo Domingo, Dominican Republic, from 14 to 17 November 2023, generated Conclusions and/or Decisions that require follow-up and review by this Meeting.

1.2 The GREPECAS/21 conclusions and decisions encompass the ones that were agreed jointly by RASG-PA and GREPECAS, and that are separately identify in the **Appendix A**.

2. Action

2.1 The Meeting is requested to revise and approve the follow-up and status of the conclusions and decisions in the Appendix regarding the GREPECAS 21 Meeting, in order to identify and report to the Secretariat the status of validity of the Conclusions and Decisions presented.

APPENDIX A

VALID CONCLUSIONS/ DECISIONS FROM GREPECAS/21

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2024
<p>CONCLUSION GREPECAS/21/04 ACTIONS FOR THE PROGRESS OF VOLUME III OF CAR/SAM REGIONAL AIR NAVIGATION PLAN</p> <p>That,</p> <p>a) States/Territories to prioritize resources for the permanent activity of work teams in each State, responsible for the management of Volume III of the CAR/SAM RANP and the respective KPIs;</p> <p>b) States and the industry to ensure the participation and CDM processes that integrate all stakeholders in the planning of Vol. III and implementation of air navigation improvements;</p> <p>c) the State Air Navigation Planning Authority and data providers/sources coordinate data collection and management of KPIs to be inserted in the Planning Tables of Vol. III</p> <p>d) ICAO NACC and SAM Regional Offices strengthen the assistance concerning Vol. III, including dissemination of the relevance of the CAR/SAM ANP to ensure cost-efficient and interoperable implementations, as well as the contribution of such planning to the socio-economic development objectives in each State; and</p> <p>e) ICAO facilitate that the CAR/SAM States evaluate the impact of the CAR/SAM Regional Air Navigation Planning on the airspace structure, as well as the new airspace concepts being implemented in the NAM Region.</p>	Immediately	<p>a) States/Territories</p> <p>b) States and the Industry</p> <p>c) States Air Navigation Planning Authority and data providers.</p> <p>d) ICAO NACC and SAM Regional Offices</p> <p>e) ICAO</p>	<p>To be considered as completed</p> <p>States and ICAO has taken action as detailed:</p> <p>CAR and SAM states have participated in follow up activities referred to data population of VOL III Tables and KPI management.</p> <p>In the SAM Region two meetings were delivered in April and September.</p> <p>The CAR Region is focused on developing capacities for ANS performance-based planning. For the CAR Region is critical to introduce the cost-benefit analysis to the overall process for ANS implementation. During 2024 three activities were conducted to follow-up the selection of the CAR Region KPIs, provide guidance for ANS/AGA strategic planning and cost-benefit analysis and enhance the understanding of the KPIs providing guidance for its measurement process.</p>
<p>DECISION GREPECAS/21/05 APPROVAL OF VERSION 0.1 OF CAR/SAM RANP VOLUME III</p> <p>Version 0.1 (Appendix A to this report) of the CAR/SAM RANP Volume III, including data and information from the States of the CAR Region, is approved.</p>	Immediately	States and ICAO	<p>Completed</p> <p>The approved version 0.1 of CAR/SAM RANP VOLUME III can be obtained from the following link: eANP (icao.int)</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2024
<p>CONCLUSION GREPECAS/21/06 UPDATE OF THE INFORMATION OF PART III (CNS) OF VOLUME II OF THE AIR NAVIGATION PLAN CAR/SAM</p> <p>That States/Territories, through their designated ANP Focal Points, and in coordination with the ICAO NACC/SAM Regional Offices update Part III (CNS) of Volume II of the ANP CAR/SAM, considering adopting a new file format for CNS tables.</p>	April 2024	States/Territories ANP Focal Point and NACC/SAM Regional Offices	<p>Valid</p> <p>CAR Region: Tables were sent to the CAR States Region. Some States are pending to send their information and update the proposed tables.</p> <p>SAM Region: The proposed tables were reviewed by the SAM States and the information from the CAR States is awaited to consolidate the tables.</p> <p>Final consolidation of CAR and SAM Tables is expected by Q1 2025.</p>
<p>DECISION GREPECAS/21/07 APPROVAL OF THE CAR/SAM AIRSPACE OPTIMIZATION PROGRAMME AND THE NEOSPACE-1 PROJECT</p> <p>That,</p> <p>a) the adoption of the Airspace Optimization Programme and the NEOSPACE-1 project (Appendix B to this report) is approved, replacing the A-1 Programme and Projects;</p> <p>b) the NEOSPACE-1 project develop an Action Plan for the implementation of the Project, integrating the participation of States, Regional Implementation Groups, Industry, and all concerned parties by GREPECAS/22; and</p> <p>c) the industry and Data providers provide data for the metrics and performance indicators required for the NEOSPACE-1 Project in GREPECAS/22.</p>	<p>a) Immediately b) GREPECAS/22 c) GREPECAS/22</p>	<p>a) States, ICAO and Other: b) NEOSPACE-1 project coordinator c) Industry and Data providers/sources for KPIs</p>	<p>Valid</p> <p>Item a) Adoption was executed.</p> <p>Item b) CAR/SAM Regions: Both implementation groups have worked together to harmonize technical guidance. Validation of these deliverables are in progress during SAMIG32 and NACC WG/9.</p> <p>Item c) Activity must be initiated during the effective FRTO and APTA implementation.</p> <p>Note.-The WP/19 on the progress of NEOSPACE-1, was submitted.</p>
<p>CONCLUSION GREPECAS/21/08 OPERATIONAL DEVELOPMENT OF THE ATFM SERVICE IN CAR/SAM REGIONS</p> <p>That,</p>	GREPECAS/22	<p>a) CAR/SAM States, Territories and users b) ICAO NACC and SAM RO: CAR/SAM States, Territories and users</p>	<p>Valid</p> <p>The WP/07 of the GREPECAS/22 meeting, on Contingency Planning, is part of the discussions.</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2024
<p>a) States/Territories and users prioritize resources for ATFM implementation, including the allocation and training of human resources;</p> <p>b) ICAO NACC and SAM Regional Offices develop a diagnosis on the operational implementation of the ATFM service effectively in the CAR and SAM Regions, and encourage collaborative work between ATFM units at the Regional and Interregional levels by GREPECAS/22; and</p> <p>d) States/Territories and users initiate the implementation of the optimization of the ATFM and CDM coordination tools.</p>			<p>CAR Region: In 2024, the CAR Region has made significant strides in enhancing ATFM services through closer collaboration with the SAM region and individual states. The NACC/WG/ATFM Task Force is working to develop the diagnosis by prioritizing the specific needs of each State/airspace. The NACC/WG/ATFM Task Force is focused on creating a more realistic and actionable roadmap for ATFM improvements. These initiatives include slight regional adjustments to align with State priorities, laying the groundwork for more effective ATFM services in 2025 and beyond.</p> <p>In this regard, for completing the actions for this conclusion an extension of it is requested for GREPECAS/23.</p> <p>SAM Region: The implementation of ATFM services is fostered by SAMIG contributory bodies. Four ATFM training programs were delivered, supported by Brazil, in the last three years. Studies on crossborder ATFM are in progress.</p>
<p>CONCLUSION GREPECAS/21/09</p> <p>ACTIONS TO STRENGTHEN CONTINGENCY PLANNING IN THE CAR/SAM REGIONS</p> <p>That,</p> <p>a) The ATM Contingency Plan Template* (Appendix C to this report) be approved; and</p> <p>b) State/Territories and IATA, led by the Secretariat develop and promote a comprehensive strategy to improve contingency planning in the air navigation services of the CAR/SAM Regions, including guidelines for the establishment of level 1 and level 2 contingency plans by GREPECAS/22.</p>	GREPECAS/22	<p>a) States, ICAO and Other</p> <p>b) ICAO and IATA</p>	<p>Valid</p> <p>The WP/16 of the GREPECAS/22 meeting, on Contingency Planning, is part of the discussions.</p> <p>In this regard, for completing the actions for this conclusion an extension of it is requested for GREPECAS/23.</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2024
* Conclusion 13/68, GREPECAS/13.			
<p>CONCLUSION GREPECAS/21/10 STRENGTHENING OF FREQUENCY MANAGEMENT FOR THE USE OF AIR NAVIGATION SERVICES</p> <p>That, to increase States’ support to the activities of the Aeronautical Frequency Management Project; and expand the Project scope with the activity on specifying an application (software) for technical/operational management and planning of the assignment of aeronautical frequencies for the CAR/SAM Regions; the GREPECAS Aeronautical Frequency Management Project amend its scope to include the study for alternatives, evaluation of costs, and proposing the minimum software implementation requirements, for its presentation at the GREPECAS/22 meeting.</p>	GREPECAS/23	States and ICAO	<p>Not started yet.</p> <p>CAR Region: developed an event on May 2024 and update information about procedures and documentation. CAR States provided their focal points and local entities responsible for the frequencies management. A project for CAR region is under development.</p> <p>SAM Region: In this regard, for completing the actions for this conclusion an extension of it is requested for GREPECAS/23.</p>
<p>CONCLUSION GREPECAS/21/11 DEVELOPMENT OF TERMS OF REFERENCE FOR A TOOL FOR THE ASSESSMENT OF SURVEILLANCE DATA FROM THE CAR AND SAM STATES</p> <p>That An Ad hoc Group of experts composed by Brazil, Dominican Republic, United States, Uruguay and COCESNA, led by ICAO develop Terms of Reference (ToRs) for an application (technical tool) to support CNS staff on the evaluation of data from surveillance systems, especially those originating from ADS-B sensors by GREPECAS/22.</p>	GREPECAS/22	ICAO and others	<p>Not started yet.</p> <p>CAR Region: The NAM/CAR region is under development under the leadership of the “Corporación Centroamericana de Servicios de Navegación Aérea (COCESNA) and the Federal Aviation Administration (FAA) od United States. When the Term Of reference be ready, it would be share with SAM States participants (Brazil and Uruguay)</p>
<p>CONCLUSION GREPECAS/21/12 USE OF THE FREQUENCY FINDER 2023 APPLICATION AS A MANAGEMENT TOOL FOR VHF NAV AND VHF COM FREQUENCIES USED IN THE AERONAUTICAL CONTEXT</p> <p>That States/Territories,</p> <p>a) transition the Frequency Finder 2023 runtime application (or subsequent versions) as the basic tool for the management of VHF NAV and VHF COM frequencies in the aeronautical context.</p>	All for March 2024	States	<p>Valid</p> <p>CAR Region: The CAR states participated in the training developed by the SAM region, however for the region it has been decided to continue with the current procedure, until all the data are migrated to the Frequency Finder and they are preparing for the use of the new tool, under a CAR project.</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2024
<p>b) assign "FF Focal Points" to coordinate internally the updating of information to subsequently submit these updates to the corresponding Regional Offices; and</p> <p>c) forward any proposed changes, via e-mail, by March 2024 to the ICAO ROs, who will upload it to the global database.</p>			<p>For the time being, the CAR region is using the procedures already developed for the allocation of frequencies.</p> <p>Completed for SAM Region:</p> <p>a) The FF application was adopted. Training on the application FF 2023 was carried out in the following dates:</p> <ol style="list-style-type: none"> 1) May 29 – June 2, 2023 (face-to-face) 2) July 10 – 14, 2023 3) August 29 – 30, 2023 4) September 05 – 06, 2023 5) September 28 – 29, 2023 <p>b) Following training. All SAM states has nominated its FF focal points.</p> <p>c) All SAM states has updated their information in database.</p>
<p>CONCLUSIÓN GREPECAS/21/13 ACTIONS TO ADVANCE THE IMPLEMENTATION OF THE D-ATIS AND THE DCL</p> <p>That the Secretariat to prepare a regional CAR/SAM guidance document, in collaboration with all stakeholders, including guidelines to facilitate cost-benefit analysis, on the implementation of the Automatic Terminal Information Service by Data Link - ATIS digital (D-ATIS) and Departure Clearance by Data Link (DCL) by GREPECAS/22.</p>	GREPECAS/22	ICAO and others	<p>Completed</p> <p>CAR Region: The CAR region developed a survey to verify the use of ATIS, most of the CAR States provide this service through ATIS using VHF frequencies. However, in order to improve this service, the CAR States indicated that a connection to the DATA Link services of the airlines should be established and the information to be transmitted should be agreed between the originator of the information and the users.</p> <p>The CAR region considers this conclusion as closed and expects a rapprochement between the parties to agree on the terms and mechanisms for the use of digital data of this type.</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2024
			<p>SAM Region: A new Subgroup of the Interoperability Task Force will be activated to review the GUIDANCE ON THE IMPLEMENTATION OF AIR-GROUND DATA LINK APPLICATIONS IN THE SAM REGION.</p> <p>In this regard, for completing the actions for this conclusion an extension of it is requested for GREPECAS/23.</p>
<p>CONCLUSION GREPECAS/21/14 PROVISION OF COMMENTS AND ENDORSEMENT OF THE GUIDE OF AIRPORT ADVISORY COMMITTEES That States/Territories: a) review the guide (presented in Appendix D to this report) and propose improvements on Airport Advisory Committees to the Secretariat by March 2024; and b) analyse the feasibility of incorporating this guide into national procedures and provide considerations in this regard to the Secretariat by GREPECAS/22.</p>	<p>a) March 2024 b) GREPECAS/22</p>	ICAO and Organizations	<p>Completed</p> <p>The NACC/WG AGA TF released the guide for States and airport operators in the NAM and CAR Region, and made it available at the following link: AGA - Aerodromes and Ground Aids (icao.int)</p>
<p>DECISION GREPECAS/21/15 MODIFICATIONS TO THE CAR/SAM F3 PROJECT That, to support A CDM implementation, the F3 Programme coordinator modify F3 Project considering the questionnaire on A-CDM conducted by ICAO.</p>	30 March 2024	GREPECAS F3 Project Coordinator	<p>To be considered completed based on:</p> <p>The Secretary will present WP/13 at the GREPECAS/22 meeting with an update of F3 Project considering the questionnaire on A-CDM conducted by ICAO.</p>
<p>CONCLUSION GREPECAS/21/16 ADOPTION OF ICAO RECOMMENDATIONS RELATED TO AERODROMES That States/Territories implement a process for conducting a regulatory impact analysis when adopting ICAO Recommended Practices related to aerodromes as national regulations.</p>	Immediately	States	<p>Completed</p> <p>The NACC and SAM ICAO have planned 2025 webinars on regulatory impact analysis for States in support of this Conclusion.</p>
<p>CONCLUSION GREPECAS/21/17 STATE IMPLEMENTATION OF NEW ICAO ANNEX 3</p>	GREPECAS/22	States	<p>a) Seminar organized by SAM RO involving NAM CAR SAM States to disseminate the process of creation and construction of the new</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2024
<p>STANDARDS AND RECOMMENDED PRACTICES (SARPs) AND RELEVANT MET REQUIREMENTS</p> <p>That, States/Territories,</p> <p>a) implement actions to disseminate the new requirements included in Amendment 81 to ICAO Annex 3 and Doc 10157 - PANSMET, as well as to promote their implementation;</p> <p>b) verify the implementation status of the BBBs in the MET area;</p> <p>c) streamline the implementation processes for the exchange of OPMET messages in IWXXM format; and</p> <p>d) complete the QMS/MET implementation and certification processes by GREPECAS/22.</p>			<p>Doc 10157 PANS-MET and to disseminate its content and format Lima, Perú 30 October to 01 November 2023.</p> <p>b) States have made progress in verification. A standardized verification process is being promoted under WP/18: analysis of the MET BBB implementation.</p> <p>c) Ongoing, additional regional efforts are needed to finalize implementation.</p> <p>d) Ongoing, additional assistance and financial support are needed for States to keeping the QMS up-to-date.</p> <p>For completing this conclusion an extension is requested until GREPECAS/23.</p>
<p>CONCLUSION GREPECAS/21/18 COMPLETION OF PHASE 2 OF THE AIS ROADMAP TO AIM AND AIS AND INCLUSION OF SNOWTAM IN GREPECAS DASHBOARDS</p> <p>That,</p> <p>a) States/Territories conclude the implementation digital data sets, e-AIP and all Phase 2 steps and report it to the respective ICAO NACC and SAM Regional Offices by the third quarter of 2024;</p> <p>b) ICAO include said information in the GREPECAS dashboard SNOWTAM implementation data by January 2024; and</p> <p>c) ICAO continue, through Workshops and Seminars, disseminating the new ICAO documentation on the AIS/AIM Quality Management System, AIS/AIM Staff Training and PANS-IM by GREPECAS/22.</p>	<p>a) Complete all processes by the third quarter of 2024</p> <p>b) January 2024</p> <p>c) GREPECAS/22</p>	<p>States and ICAO</p>	<p>VALID</p> <p>a) Roadmap for the Transition from AIS to AIM The Secretariat, with the support of regional projects and the States, has carried out dissemination and capacity-building activities on Doc. 8126 – AIS Manual, and the new document 10199 – PANS-IM, with the aim of building capacities in the implementation of Digital Data Sets (DDS), the objective of the Phase. In line with GREPECAS Conclusion 21/18, two Workshops have been held:</p> <p>i) RLA/06/901 - CAR/SAM Seminar/Workshop on Doc. 8126, Part I and PANS-IM, held in Panama City, from March 11 to 14, 2024;</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2024
			<p>ii) RLA/06/901 - Workshop on the Implementation of Digital Data Sets (DDS) and Phase 2 of the AIS to AIM Transition Roadmap, held in the city of Rio de Janeiro, from April 16 to 18, 2024;</p> <p>iii) Assistance Mission to the State of Suriname to conduct a Workshop on DDS.</p> <p>b) SNOWTAM With regard to the implementation of SNOWTAM, the Secretariat, through monitoring this task, has observed that the templates available in the AMHS systems have not allowed, in several States, the transition to the new SNOWTAM format, because the current templates do not fit the new SNOWTAM format. Work must be done to update the templates in order to implement the new SNOWTAM format.</p>
<p>DECISION GREPECAS/21/19 REVISION OF DOCUMENT 7383 - AERONAUTICAL INFORMATION SERVICE PROVIDED BY THE STATES</p> <p>That the Secretariat coordinate. the revision of Doc 7383 - Aeronautical Information Services, as it needs updating, and/or discontinue the document and manage it as a database by GREPECAS/22.</p>	GREPECAS/22	ICAO	<p>The Secretariat has submitted the proposal to the Air Navigation Commission (ANC) for consideration.</p> <p>The Document 7383 has been discussed with the aeronautical information service providers. They concluded that, considering the availability of aeronautical information on international networks, the continuation of this document would not be justified.</p>
<p>CONCLUSIÓN GREPECAS/21/20 TELECONFERENCES IN PREPARATION FOR THE FOURTEENTH AIR NAVIGATION CONFERENCE AND COORDINATION MECHANISM FOR POTENTIAL ANCONF WORKING PAPERS</p>	30 June 2024	States and ICAO	<p>Completed</p> <p>The Secretary will present WP/04 at the GREPECAS/22 meeting with information on the coordination and outcome of ANCONF/14.</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2024
<p>That ICAO coordinate, through one or more teleconferences, the preparation and submission of States working papers and/or information papers for the Fourteenth Air Navigation Conference, including its respective coordination with international civil aviation organizations from the CAR/SAM Regions by 30 June 2024.</p>			
<p>CONCLUSION GREPECAS/21/21 DEVELOPMENT OF AN ACTION PLAN FOR THE ADS-B IMPLEMENTATION That States/Territories, led by ICAO, a) review the existing Operational Concept for the ADS-B Implementation in the CAR and SAM Regions, including its operational objectives, b) support the development of model regulations for ADSB; c) integrate all different stakeholders in the process; and d) develop an action plan incorporating activities, accountability, and milestone dates by 15 August 2024.</p>	<p>15 August 2024</p>	<p>States, ICAO and IATA</p>	<p>Completed for CAR Region.</p> <p>CAR Region: It carried out a series of works to realize the implementation of ADS-B and agreed to the implementation of ADS-B for upper airspace, all States that are already prepared in their infrastructure will publish their regulations between December 2024 and March 2025, for the mandatory use of ADS-B in upper airspace. This will serve as an example to States that are preparing for implementation. CONOPS, was revised by States and IATA (Close)</p> <p>SAM Region: Three Ad-hoc Groups were activated in the CNS/SUR Subgroup.</p> <ul style="list-style-type: none"> - The CONOPS Ad-hoc Group is revising the ADS-B Operational Concept (CONOPS) - The Regulatory Framework is being defined by the Regulatory Ad Hoc Group. - The Implementation Ad-hoc Group is collecting information on coverage, type of sensors and systems used, in order to support the work of the others. <p>In this regard, for completing the actions for SAM region this conclusion an extension is requested until GREPECAS/23.</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2024
<p>DECISION GREPECAS/21/22 ACTION TO FOLLOW UP AND IMPROVE THE ACTIVITIES OF THE GREPECAS WORK PROGRAMME</p> <p>That the Secretariat proceed with the recommended actions on the GREPECAS work programme contained in Appendix E to this report, including the respective updates to the GREPECAS Procedural Handbook by GREPECAS/22.</p>	GREPECAS/22	ICAO	<p>To be considered completed following:</p> <p>The Secretary will present WP/14 and WP/15 at the GREPECAS/22 meeting with an update of GREPECAS Procedural Handbook and the revised GREPECAS Programme and Projects.</p>
<p>CONCLUSION GREPECAS/21/23 SUPPORT THE WORK OF THE GREPECAS GTE</p> <p>That :</p> <p>a) States/Territories promote female participation in the different groups and activities of ICAO;</p> <p>b) States/Territories continue current strategies for the mitigation of Code E (error/coordination failure between Air Traffic Control (ATC) units) Large Height Deviations (LHDs), including the implementation of Air Traffic Services Inter-facility Data Communication (AIDC) and RADAR data sharing;</p> <p>c) States/Territories implement multilateral action plans for the reduction of LHDs, jointly addressing the root causes of the events reported;</p> <p>d) States/Territories learn from the failures that have occurred due to the presentation of flight plans with direct routing;</p> <p>e) States/Territories remind responsibilities related to the submission of the data required by the monitoring agencies; and</p> <p>f) Mexico and United States implement procedures to ensure the exchange of LHD events that occur with Flight Information regions (FIRs) from other States</p>	Immediately	States and ICAO	<p>VALID</p> <p>CAR/SAM Region:</p> <p>a) Female participation has significantly increased in the GTE Meetings.</p> <p>b) Three FIRs in the CAR Region remain in the top list of LHD occurrences, and above the target level of safety (TLS)</p> <p>c) The presentation of flight plans with direct routing is still a challenge for the CAR Region.</p> <p>d) Compliance with the monitoring agencies is still a challenge for the CAR Region FIRs, especially for the submission of data in the agreed format.</p> <p>e) United States do not routinely exchange information regarding LHD events with FIRs from other States.</p> <p>f) Colombia, Ecuador, and Panama have implemented corrective action plans to address the LHDs related to coordination errors.</p> <p>g) Some SAM States still delay or fail to provide CARSAMMA with the data related to the monitoring. The SAM Office is working with them.</p>

Conclusion / Decision	Target date	Responsible	Status/ Follow-up 2024
			In this regard, for completing the actions for this conclusion an extension of it is requested for GREPECAS/23.
<p>DECISION GREPECAS/21/24 UPDATES TO PROJECT GREPECAS A2 GNSS AUGMENTATION</p> <p>That the Secretariat:</p> <p>a) update Project A2 with the available information on GNSS Augmentation;</p> <p>b) collect GNSS updates and circulate a summary of this information prior to GREPECAS/22 meeting; and</p> <p>c) include a working session activity in Project A2 in the agenda of GREPECAS/22 including activating Project A2 for the CAR Region by September 2024.</p>	September 2024	ICAO and others	<p>Valid</p> <p>For completing this conclusion an extension is requested until GREPECAS/23.</p>
<p>DECISION GREPECAS/21/25 AMENDMENTS TO GREPECAS MANAGEMENT FOR ENHANCING ITS EFFICIENCY AND EFFECTIVENESS</p> <p>That, to formalize the enhancements to GREPECAS management:</p> <p>a) GREPECAS members approve the elimination of the PPRC and its replacement to include a Project Management follow-up session during GREPECAS Plenary Meeting,</p> <p>b) States/Territories and GREPECAS participants submit any meeting documentation to GREPECAS Plenary in both languages, English and Spanish by GREPECAS/22;</p> <p>c) the Secretariat define the procedure, timelines and details for the implementation of the online/asynchronous session, in-person sessions and working sessions of GREPECAS Plenary by GREPECAS/22; and</p> <p>d) GREPECAS update the GREPECAS Procedural handbook accordingly concerning actions of items a, b and c by GREPECAS/22.</p>	<p>a) immediately</p> <p>b) GREPECAS/22</p> <p>c) GREPECAS/22</p> <p>d) GREPECAS/22</p>	States and ICAO	<p>To be considered Completed following:</p> <p>The Secretary will present WP/14 and WP/15 at the GREPECAS/22 meeting with an update of GREPECAS Procedural Handbook and the revised GREPECAS Programme and Projects.</p>

COMMON CONCLUSIONS/ DECISIONS RASG-PA – GREPECAS

Conclusion / Decision	Target date	Responsibles	Status/ Follow-up 2024
<p>DECISION GREPECAS/21/01 LIST OF GREPECAS AND RASG-PA JOINT ACTIVITIES</p> <p>That the GREPECAS and RASG-PA Plenary Meetings approve the updated list of joint activities for submission to the Air Navigation Commission (ANC):</p> <p>a) Collaboration between the Scrutiny Working Group (GTE) and the RASG-PA Mid-Air Collision Working Group (MAC);</p> <p>b) CAR and SAM Runway Safety Team (RST) Implementation Project;</p> <p>c) Implementation of Performance-Based Navigation (PBN) procedures on a Visual Runway – SAM;</p> <p>d) Implementation of Performance-Based Navigation (PBN) procedures on a Visual Runway – NACC;</p> <p>e) Air Traffic Services (ATS) Language Proficiency Project in the CAR and SAM Regions;</p> <p>f) IATA/ICAO Project for the mitigation of CFIT type accidents;</p> <p>g) Activities related to Unmanned Aircraft System(s) (UAS)/Remotely Piloted Aircraft System (RPAS);</p> <p>h) Aeronautical Information Service (AIS) personnel competency evaluation; and</p> <p>i) Activities related to the prevention of turbulence related accidents.</p>	Immediate	RASG-PA/GREPECAS Secretariat	<p>Completed</p> <p>The Secretary will present WP/12 at the GREPECAS/22 meeting with an update of list of GREPECAS and RASG-PA joint activities</p>
<p>DECISION GREPECAS/21/02 PARTICIPATION OF THE GTE IN THE PA-RAST MEETINGS</p> <p>To facilitate the data exchange process, GTE members who have valuable data, participate, at minimum, in the PA-RAST meetings held in the NACC and SAM Regional Offices (twice a year).</p>	Immediately	GTE Members and PA-RAST	<p>COMPLETED.</p> <p>The GTE Secretariat participates in the PA-RAST meetings when they take place in the respective Regional Offices.</p>
<p>DECISION GREPECAS/21/03 TCAS-RA AND LHD REDUCTION</p>	Immediate	GTE/PA-RAST	VALID

Conclusion / Decision	Target date	Responsibles	Status/ Follow-up 2024
<p>To address the challenges identified in terms of data exchange between the GTE and PA-RAST, in order to make the most of their collaboration, GTE and PA-RAST to coordinate, with States and/or service providers of the CAR/ SAM Regions, actions to reduce the occurrence of Traffic and Anti- Collision Avoidance System – Resolution Advisory (TCAS-RA) and Large Hight Deviations (LHDs).</p>			<p>GREPECAS must consider the difficulty of accomplishing this task with the objectives initially set, since due to restrictions related to the protection of information it is impossible to develop an action plan to follow up on the detected occurrences.</p> <p>In this regard, for completing the actions for this conclusion an extension of it is requested for GREPECAS/23.</p>

— END —