



International Civil Aviation Organization

North American, Central American and Caribbean Office

**Twenty First Meeting of Directors of Civil Aviation of the Eastern Caribbean
(21st E/CAR DCA)**

Tortola, British Virgin Islands, 11 to 14 February 2008

E/CAR DCA/21 - WP/02

10/01/08

**Agenda Item 2: Review of Valid Conclusions and Decisions of previous E/CAR/DCA and
other Meetings relevant to the E/CAR area**

**STATUS OF COMPLIANCE OF THE CONCLUSIONS/DECISIONS OF THE
PREVIOUS MEETINGS OF THE EASTERN CARIBBEAN AND THE NACC/DCA
MEETINGS**

(Presented by the Secretariat)

SUMMARY

This working paper reviews the status of the Conclusions/Decisions of previous meetings of the Eastern Caribbean and NACC/DCA Meetings in order to review the relevant actions that have been taken.

References:

- Report of the Twentieth Meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCA/20) (Miami, Florida, United States, 4 to 7 December 2006)
- Report of the Second Meeting of Directors of Civil Aviation of North America, Central America and Caribbean (Tegucigalpa, Honduras, 11 to 14 October 2005).
- Report of the CAR WG/01 Meeting (Port of Spain, Trinidad and Tobago, 21 to 23 June 2007).

1. Introduction

1.1 Previous meetings of the Directors of the Eastern Caribbean, meetings of the Directors of Civil Aviation of North America, Central America and Caribbean (NACC/DCA), as well as the CAR WG/01 Meeting, have adopted conclusions on air navigation items and other civil aviation matters. Normally, these conclusions are the result of the review and adoption of draft conclusions made by working groups. Follow-up to these conclusions, which are related to Eastern Caribbean air navigation, is normally performed by the Eastern Caribbean Working Group (E/CAR WG); the results are proposed for consideration of this Director's Meeting.

2. **Discussion**

2.1 Based on the review performed by the E/CAR/DCA/20 and CAR/WG/01 Meetings and on the follow-up carried out by the ICAO NACC Regional Office, **Appendix A** to this working paper presents a review of the status of the valid conclusions of the E/CAR/DCA Meetings. The Meeting will also receive information on the results of the review for the referred conclusions made by the First Caribbean Working Group Meeting (CAR/WG/1) held in Trinidad and Tobago from 28 to 30 June 2007.

2.2 Likewise, according to the information available by the Secretariat, **Appendix B** presents a review of the status of conclusions of the NACC/DCA Meetings.

2.3 Additionally, **Appendix C** to this working paper presents the review of the status of the conclusions of the E/CAR Working Group, which are based on follow-up and the results of the CAR/WG/01 Meeting.

3. **Suggested Action**

3.1 The Meeting is invited to review the Appendices A, B and C to this working paper in order to evaluate the status of compliance of the foregoing conclusions and to determine follow-up actions, taking into account the facts and considerations expressed under paragraphs 2.1 to 2.3 of this paper.

APPENDIX A
STATUS OF E/CAR DCA MEETINGS CONCLUSIONS

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
MET/ ATM/ CNS/ AIS/ SAR	CONCLUSION 18/2 TRAINING FOR MET/ATS/CNS/AIS/SAR PERSONNEL That the Directors of Civil Aviation of the E/CAR organise a series of training activities for ATS/CNS/AIS/SAR and aeronautical meteorological personnel covering the following issues: a) operational coordination procedures concerning the provision of aeronautical MET service; b) respective roles and responsibilities of ATS/CNS/AIS/SAR units and meteorological offices in the provision of aeronautical MET service; and c) interpretation of aeronautical meteorological products available to ATS/COM/AIS/SAR units and meteorological offices, in order to ensure the safety of aircraft operations.	States/Territories	a) States to report No actions regarding AIS are known in this regard. b) c) It is expected that CAR/WG follow-up this Conclusion. Plan for training activities should be defined: dates, scope, etc. and assigned to CAR WG to prepare a draft. Recommend consolidation of MET issues into one conclusion to include from Appendix A, 18/2, 18/3, 18/10, 19(2 and 30/8 from Appendix C.	Valid
MET	CONCLUSION 18/3 OPMET INFORMATION EXCHANGE IN E/CAR STATES That, a) the Directors of Civil Aviation of the E/CAR Region implement, as soon as possible, the establishment of coordination committees among AIS/ATM/CNS/MET units; and b) the E/CAR/IWG establish quality control mechanisms for OPMET exchange messages.	States/Territories E/CAR WG	a) States to report b) It is expected that CAR/WG follow-up this Conclusion.	Valid
ATM	CONCLUSION 18/7 COMMON TRANSITION ALTITUDE FOR THE E/CAR REGION That, a) IFALPA prepare and send to ICAO a proposal for a common transition altitude for the E/CAR region; b) ICAO circulate the proposal to States/Territories for comments to be discussed at the 28 th E/CAR/IWG Meeting; and c) E/CAR/IWG, through its ATM Committee, analyse the proposal and submit recommendations to the 19 th Meeting of E/CAR DCAs.	a) IFALPA b) ICAO c) ATM Committee	ICAO Secretariat provided guidelines. No information provided by the Chairman of the ATM Committee and IFALPA. Recommend removal.	a) Valid b) Completed c) Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
CNS/ MET	<p>CONCLUSION 18/10 FOLLOW-UP MEETING ON THE IMPLEMENTATION OF THE RECOMMENDATIONS FORMULATED IN THE COM/MET SIP SECOND PHASE REPORT FOR THE CAR REGION</p> <p>That the Directors of Civil Aviation of the E/CAR ensure that the COM and MET specialists from the respective States/Territories attend the follow-up meeting on the implementation of the recommendations of the COM/MET SIP second phase scheduled for 2004, tentatively in Barbados.</p>	States/Territories	<p>The Meeting was scheduled in Barbados, 2-3 December 2004 and was cancelled due to lack of participants. ICAO NACC Office to follow-up.</p> <p>A COM/MET meeting was proposed in 2007, but it was cancelled because of the lack of State attendance.</p> <p>Recommend supersede with development of consolidated MET conclusion.</p>	Completed
CNS/ ATM	<p>CONCLUSION 18/12 UPDATED INFORMATION FOR THE E/CAR ATM/CNS IMPLEMENTATION PLAN</p> <p>That States/Territories/International Organizations in the E/CAR provide electronic copies of or updated information on their respective latest National ATM/CNS Plans to the E/CAR Regional ATM/CNS Committee by no later than 15 February 2004 in order to update the E/CAR ATM/CNS Implementation Plan for presentation to the GREPECAS ATM/CNS Subgroup Meeting scheduled to be held in Rio de Janeiro, Brazil from 15 to 19 March 2004.</p>	States/Territories International Organizations	It is expected that E/CAR States/Territories will complete and present their national air navigation plan in accordance with GREPECAS Conclusion 14/51.	Superseded
AVSEC	<p>CONCLUSION 18/17 AVIATION SECURITY</p> <p>That the States and Territories of the Eastern Caribbean Region commit to:</p> <ul style="list-style-type: none"> a) take advantage of ICAO AVSEC Mechanism assistance, courses, seminars and workshops; b) prepare adequately to receive the ICAO USAP AVSEC Audits; and c) support the GREPECAS AVSEC Committee activities and results. 	States/Territories	Will be dealt with under Agenda Item 5	Superseded

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
ATM	<p>CONCLUSION 19/1 IMPLEMENTATION OF AN ATS QUALITY ASSURANCE PROGRAMME</p> <p>That,</p> <p>a) States/Territories/ATS Service Providers within the E/CAR sub-region develop and implement an ATS Quality Assurance Programme with associated supporting documents, outlining the purpose, goals, objectives and responsibilities of the programme; and</p> <p>b) each ATS unit should establish such a programme.</p>	E/CAR States/Territories/ ATS Service Providers	States must develop ATS Safety Management Programmes in accordance with ICAO Safety Management Manual, ICAO Doc. 9859 and GREPECAS/14 Conclusion 14/4.	Superseded
MET	<p>CONCLUSION 19/2 IMPROVEMENT OF MET SERVICES</p> <p>That the Directors of Civil Aviation of the Eastern Caribbean, recognizing the importance of close communication between air navigation units and meteorological departments, agreed to:</p> <p>a) improve air navigation operational coordination procedures involving the provision of MET services; and</p> <p>b) clearly define the respective roles and responsibilities of air navigation units and meteorological offices in the provision of MET services.</p>	E/CAR States/Territories	Recommend consolidation of MET issues into one conclusion	Valid
SAR	<p>CONCLUSION 19/4 SEARCH AND RESCUE PLANNING</p> <p>That,</p> <p>a) States/Territories provide copies of their respective National SAR Plans to the E/CAR SAR Committee by 30 March 2005;</p> <p>b) States/Territories review the SAR Operations Costs presented in Appendix A to this part of the report, establish how these costs shall be covered and provide this information to the E/CAR SAR Committee for further analysis by 30 June 2005, and</p> <p>c) the E/CAR SAR Committee prepare a programme for a tabletop exercise of the E/CAR SAR Plan to be presented at the 20th E/CAR/DCA meeting for approval.</p>	States/Territories	<p>No action taken to date on a), b) or c).</p> <p>Consider updating or removal due to lack of action.</p>	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
ATM	<p>CONCLUSION 19/6 ATM CONTINGENCY PLAN FOR THE EASTERN CARIBBEAN</p> <p>That,</p> <p>a) E/CAR States/Territories/International Organizations who have not yet done so, develop their ATS National Contingency Plan to support Air Traffic Services (ATS) within their airspace (CTA/UTA/FIR) and aerodromes of jurisdiction;</p> <p>b) Trinidad and Tobago carry out bilateral and multilateral agreements with States/Territories/International Organizations responsible for the adjacent airspace, in coordination with the ICAO NACC Regional Office, to develop an ATM Regional Contingency Plan for Piarco FIR in accordance with the guidelines attached in Appendix C to this report; and</p> <p>c) E/CAR States/Territories/International Organizations submit to the ICAO Regional NACC Office a copy of their ATS Contingency Plan no later than 31 March 2005.</p>	States/Territories/ International Organizations	<p>a) State actions unknown.</p> <p>b) Coordination in progress.</p> <p>c) None received. Needs to be updated.</p> <p>Item to be reviewed by CAR/WG in May 2008.</p>	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
CNS	<p>CONCLUSION 19/9 IMPROVING THE INTERCONNECTION AND INTEROPERABILITY OF THE E/CAR AFS DIGITAL NETWORK WITH NEIGHBOURING NETWORKS</p> <p>That in order to fully meet the current AFS requirements and future new communication services providing interconnection/interoperability of the E/CAR AFS digital network with neighbouring networks:</p> <ol style="list-style-type: none"> Trinidad and Tobago be urged to implement a REDDIG VSAT node at Piarco ACC before the end of March 2005; Trinidad and Tobago, United States and IACL study the feasibility to implement an additional interconnection/interoperability point of the E/CAR Digital Network with other neighbouring networks; as mentioned in paragraph b) above, a meeting is proposed to be held in San Juan, Puerto Rico before the end of January 2005, reporting the results to the next E/CAR WG Meeting; and in order to meet the study mentioned in the paragraph b) above, take into account the <ol style="list-style-type: none"> updated AFS requirements contained in Tables CNS1A and CNS1C of the FASID that are shown as Appendices A and B to this part of the report; infrastructure and the available logistical support in the proposed interconnection site; and “Guidance material to initiate the analysis of digital network interconnection in the CAR/SAM Regions” recommended by Conclusion 10/27 of the GREPECAS. 	Trinidad and Tobago / United States	This conclusion was superseded with Conclusion 30/15 of E/CAR WG/30 Meeting	Superseded
ATM	<p>CONCLUSION 19/20 TRANSFER THE TASK RELATED TO FLIGHT PLAN AND POSITION REPORTS TO E/CAR ATM COMMITTEE</p> <p>That the task to analyze the transmission of flight plan data and updated position reports on airborne flights to be used for ATM purposes be transferred to E/CAR ATM Committee.</p>	E/CAR ATM Committee	Need update from E/CAR ATM Committee	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
GEN	CONCLUSION 19/25 AIR NAVIGATION DEFICIENCIES That the Directors of Civil Aviation of the E/CAR: a) commit to the resolution of their air navigation deficiencies; b) submit action plans for those deficiencies not corrected; and c) utilize the on-line CAR/SAM Air Navigation Deficiencies Database for submission of information.	E/CAR States/ Territories	Covered by GREPECAS/14, Conclusion 14/59.	Superseded
HRS	CONCLUSION 19/28 HUMAN RESOURCES AND TRAINING PLANNING That the States/Territories that do not have a human resources planning process at the different aeronautical services they provide, consider as an urgent matter the following measures: a) designate and prepare personnel on human resources planning within the responsible units of the different aeronautical services; b) develop a plan on human resources aimed at covering the needs for the next five years, including a training programme for the civil aviation staff involved in the implementation and operation of the new CNS/ATM systems, safety oversight and civil aviation security; and c) develop and submit to the ICAO Regional Office by 31 March 2005 the form shown in the Appendix to this part of the report.	States/Territories	ICAO NACC Office is developing a Technical Cooperation Project, proposal to address this issue.	Valid
MET	CONCLUSION 20/01 ENCOURAGE PARTICIPATION OF MET PERSONNEL IN ICAO MEETINGS That ICAO take appropriate action to strongly urge States/Territories of the E/CAR of the critical need for meteorology experts to attend ICAO regional and subregional meetings.	ICAO	Letters were sent to all MET providers by ICAO NACC Office in 2007.	Completed

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
AIS	<p>CONCLUSION 20/02 COMMON PROCEDURE FOR RPL MANAGEMENT IN THE E/CAR</p> <p>That E/CAR States/Territories/International Organizations accepting the use of RPLs for traffic departing from aerodromes under its jurisdiction:</p> <p>a) implement a common procedure in order to ensure the appropriate dissemination of the RPL data;</p> <p>b) publish relevant procedures in the E/CAR AIPs based on the following principles:</p> <p>i. users shall transmit their list of RPLs to each departing aerodrome;</p> <p>ii. each departing aerodrome AIS office that is accepting the use of RPLs for departing traffic, transmit daily flight plan data to all concerned ATC facilities according to ICAO standards; and,</p> <p>c) the 31st E/CAR/WG follow-up on the present procedure.</p>	E/CAR States/ Territories/ International Organizations	<p>Repetitive Flight Plan Management (RPL).</p> <p>a) No progress.</p> <p>b) No progress.</p> <p>c) Follow-up necessary by CAR/WG</p>	Valid
AIS	<p>CONCLUSION 20/03 IMPLEMENTATION OF “INTELLIGENT” AIS TOOLS</p> <p>That the implementation of automated ‘intelligent’ tools be considered by States/Territories to facilitate the correct editing and addressing of AFTN messages in the E/CAR ATS facilities.</p>	States/Territories	“Intelligent” AIS Tools not defined by ICAO. Recommend removal.	Valid
CNS	<p>CONCLUSION 20/04 PROVISION OF POWER ENERGY AND BACKUP GENERATORS TO EACH NAVIGATION AID</p> <p>That States/Territories consider the provision of sufficient energy and backup generators for extended power outages, based upon the individual commercial demands of each navigation aid in the E/CAR.</p>	States/Territories	E/CAR States/Territories are expected to have taken note of this conclusion. Working Group has taken note of this conclusion, refer to Agenda Item 3.4	Completed

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
AGA	<p>CONCLUSION 20/05 IMPLEMENTATION OF A COMPREHENSIVE STRATEGIC ACTION PLAN (CSAP) FOR RUNWAY END SAFETY AREAS (RESA) AND RUNWAY STRIPS</p> <p>That States/Territories of the E/CAR develop CSAPs that:</p> <p>a) address all RESA/runway strip deficiencies reported in GANDD by:</p> <ul style="list-style-type: none"> - categorizing the types of deficiencies recorded in GANDD - prioritizing the categories according to the ability for correction; <p>b) submit a comprehensive strategic action plan (CSAP) for each deficient runway into the GANDD posted in ICAO NACC Office web page; and,</p> <p>c) recommend to the GREPECAS AGA/AOP/SG alternative means to achieve compliance with RESA SARPs.</p>	E/CAR States/Territories	<p>a) ICAO NACC Office is in process of reviewing related “U” deficiencies for categorization in the GANDD.</p> <p>b) Meeting needs to identify date for completion of State/Territory comprehensive strategic action plans.</p> <p>c) Refer to GREPECAS/14 Conclusion 14/32.</p>	Valid
GEN	<p>CONCLUSION 20/06 SUPPORT BY THE E/CAR DCA MEETING OF THE ACTIONS REQUIRED BY THE ALLPIRG/5 MEETING</p> <p>That States/Territories of the E/CAR Region give full support to their follow-up actions in accordance with the conclusions of the ALLPIRG/5 Meeting and start reviewing their national air navigation plans, in coordination with the NACC Regional Office.</p>	E/CAR States/Territories	Covered by GREPECAS/14 Conclusion 14/2	Superseded
ATM	<p>CONCLUSION 20/07 SUPPORT TO WATRS PLUS PROJECT</p> <p>That States/Territories/International Organizations of the E/CAR;</p> <p>a) take appropriate action to support implementation activities of the WATRS Plus project, included in Appendix L to this part of the Report; and,</p> <p>b) prepare to accommodate the number of operators acquiring RNP 10 approval, a requirement for operation in the proposed WATRS Plus project, including the provision of information to the operators and the coordination of approval status with the relevant State authorities.</p>	E/CAR States/Territories/ International Organizations	<p>CAR/NAT/ATS Working Group completed its tasks and was disbanded.</p> <p>The NACC Office sent EMX0963 dated 15 October 2007.</p>	Completed

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
SAR	<p>CONCLUSION 20/08 EASTERN CARIBBEAN STATES CIVIL AVIATION ACCIDENT MASS CASUALTY INCIDENT RESPONSE PLAN (E/CAR CAAMCIRP)</p> <p>That,</p> <p>a) ECAR/WG review and finalize the draft Eastern Caribbean States Civil Aviation Accident Mass Casualty Incident Response Plan (E/CAR CAAMCIRP), included in the Appendix to this part of the Report;</p> <p>b) The SAR Rapporteur carry out coordination with the United States to convene a meeting of the Eastern Caribbean SAR Committee in Trinidad and Tobago during 2007, so as to coordinate the completion of the E/CAR CAAMCIRP based on the existing draft, and provide any comments to the 31th ECAR/WG;</p> <p>c) ICAO remove MCI aspects from the agenda of future convened meetings of the ECAR.</p>	E/CAR SAR Committee	<p>No action taken to date on a) and b).</p> <p>c) Completed.</p>	Valid
AVSEC	<p>CONCLUSION 20/09 FACILITATION POINTS OF CONTACT</p> <p>That each E/CAR State/Territory identify to the ICAO NACC Regional Office their National Facilitation Point of Contact in the Format included in Appendix A to this part of the Report by 31 January 2007.</p>	E/CAR States/Territories	Will be dealt with under Agenda Item 5.	Superseded

APPENDIX B

REVIEW OF THE VALID CONCLUSIONS OF THE NACC/DCA/2 AND NACC/DCA/1 MEETINGS

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	<p>CONCLUSION 1/8 ATS QUALITY ASSURANCE PROGRAMME</p> <p>That the States/Territories/ATS Service Providers of the CAR Region:</p> <p>a) based on the guidance material for ATS quality assurance programmes approved by the CAR/SAM Regional Planning and Implementation Group (GREPECAS), implement ATS quality assurance programmes at their ATS units not later than December 2003, designating the individual responsible who will also be the focal point and coordinator of the aforementioned programmes;</p> <p>b) inform the ICAO NACC Regional Office on the designation; and</p> <p>c) participate actively at all events that seek to disseminate, provide training in, and implement ATS quality assurance programmes.</p>	States / Territories	Superseded by GREPECAS/14, Conclusion 14/2.	Superseded	
ATM	<p>CONCLUSION 1/10 NATIONAL RNAV/RNP IMPLEMENTATION PROGRAMMES FOR THE CAR REGION</p> <p>That civil aviation administrations in the Caribbean (CAR) Region develop, as soon as possible, national RNAV route and RNP implementation programmes that are consistent with the CAR/SAM regional RNAV route and RNP implementation programmes, allowing the study on the impact of the implementation of these routes and their RNP values on the airspace and air traffic services under their responsibility permitting the implementation of these elements in an integrated, harmonious and timely fashion in the CAR Region.</p>	States / Territories	<p>Continue the development of RNAV and RNP routes.</p> <p>Will be dealt with under Agenda Item 3.6 of this Meeting.</p>	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AVSEC	CONCLUSION 1/28 AVIATION SECURITY That States and Territories: a) commit towards full implementation of the multilateral conventions on aviation security and the ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) as well as ICAO Assembly Resolutions and Council Decisions relating to aviation security and safety; b) participate actively in implementation of the ICAO <i>Aviation Security Plan of Action</i> , including the training and audit processes and necessary follow-up; c) endorse the GREPECAS Aviation Security Committee establishment, draft Terms of Reference and draft conclusions and decisions of its first meeting; and d) commit to active support and cooperation in regional aviation security activities.	States/ Territories	Will be dealt with under Agenda Item 5.	Superseded	
GEN	CONCLUSION 2/1 SUPPORT FOR THE EXECUTION OF RECOMMENDATIONS / CONCLUSIONS OF GLOBAL, REGIONAL AND SUB-REGIONAL MEETINGS That NACC States/Territories/International Organizations, with a view to continuing the development of air navigation systems meeting civil aviation needs and increasing the efficiency and safety of air navigation: a) optimize the support and attention to the implementation of Recommendations/ Conclusions of the Global, Regional and Sub-regional Meetings regarding AGA, AIS/MAP, ATM, CNS, MET and MCI/SAR fields; b) consider the issues included in the Appendix to this part of the report as the main working guidelines; and c) establish the appropriate coordination and bilateral or multilateral cooperation agreements for the purposes expressed in the items above.	States/ Territories/ International Organizations	a) General comment; assumed action taken by States/Territories /International Organizations. b) ICAO will review format and content of the Appendix for the NACC/DCA/3 Meeting. c) No information known.	Valid	Take note
AIS	CONCLUSION 2/2 PROPOSAL FOR THE EXECUTION OF A WGS-84 SPECIAL IMPLEMENTATION PROJECT (SIP) FOR THE CAR REGION That the ICAO NACC Office submits to the ICAO Council a proposal for the development of a WGS-84 SIP in the CAR Region.	ICAO NACC Office	A SIP was provided on aeronautical charts-electronic data and e-TOD in Dominican Republic in November 2007	Completed	

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
FS	CONCLUSION 2/3 PAN AMERICAN AVIATION SAFETY TEAM (PAAST) That States, Territories and International Organizations: a) encourage safety personnel, air carrier, general aviation, and military pilots, airport operators, and air traffic controllers to actively participate in the PAAST programme; and b) consider incorporating safety programmes, such as ALAR and RIPP, as regulatory elements for pilot and controller licensing.	States/ Territories/ International Organizations	a) The next meeting was scheduled in Miami, Fl. in February 2007. The meeting was postponed to Colombia in October 2007, and then postponed again for May 2008 in Colombia b) Recommend removal.	Valid Valid	Take note Take note
AVSEC/ AIS	CONCLUSION 2/4 WHTI/GEASA ACTIVITIES That States/Territories/International Organizations: a) consider the GEASA group as an important means to provide support for regional technical cooperation; and b) participate in GEASA activities as deemed appropriate.	States/ Territories/ International/ Organizations	Consider as completed	Completed	
FS	CONCLUSION 2/5 UNIFIED STRATEGY TO RESOLVE SAFETY-RELATED DEFICIENCIES That the Directors of Civil Aviation of States and Territories as well as International Organizations from the CAR Region agree to: a) fully participate in the unified strategy implementation plan for the resolution of safety-related deficiencies, and b) provide, as requested, assistance to States outside of the CAR Region.	States/ Territories/ International/ Organizations	Consider integration into GREPECAS Mechanism.	Valid	Take note
FS	CONCLUSION 2/6 IASDEX PROGRAMME That States/Territories recognize the importance of safety data sharing initiatives such as the IASDEX programme, and are encouraged to express interest to the FAA in possible future participation in this specific initiative.	States/ Territories	ICAO NACC Office recognized the standardization of the language taxonomies and has adopted the ECCAIRS reporting system as to comply with Annex 13, and to store safety information for SMS in the ECCAIRS electronic reporting system database. 18 States have been trained in the ECCAIRS reporting system and SMS database storage. Directors of Civil Aviation are encouraged to request training and computer programme installation from the NACC Regional Office.	Valid	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
FS	CONCLUSION 2/7 ENHANCEMENT OF THE AVIATION SAFETY CULTURE The Directors from the NAM/CAR States, Territories and International Organizations, in agreement of the necessity and importance of a safety culture, resolved to: a) comply with ICAO safety requirements as elements for a safety culture, and b) commit to taking other appropriate measures for the enhancement of the aviation safety culture in their respective organizations.	States/ Territories/ International/ Organizations	Between 2006 and the end of 2007, Cuba, Costa Rica, Guatemala, Mexico, the English speaking States of the Caribbean, Nicaragua, the Organization of Northern Airport MX, Curacao, Aruba have received training in SMS and just and safety cultures, identification of hazard and risk control and mitigation. Consider to be completed at NACC/DCA/3 Meeting	Valid	Take note
FS	CONCLUSION 2/8 COMPLIANCE WITH ICAO LANGUAGE PROFICIENCY REQUIREMENTS That States/Territories and International Organizations of the NAM/CAR Regions begin the preparatory work in order to comply with ICAO language proficiency requirements by 5 March 2008 , preventing the occurrence o ATS incidents and accidents.	States/ Territories/ International Organizations	Two seminar/workshops, one for the Spanish speaking States (January 2008) and English speaking States (February 2008) were conducted on language proficiencies requirements. These prepared the Caribbean and Central American States for the compliance date and/or preparation of an action plan for non compliance.	Valid	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
CNS/ ATM	<p>CONCLUSION 2/9 COORDINATED DEVELOPMENT AND IMPLEMENTATION OF THE CNS/ATM SYSTEMS IN THE NAM/CAR REGIONS</p> <p>That aimed at continuing a coordinated development and implementation of the CNS/ATM systems in the NAM/CAR Regions, States/Territories/International Organizations should:</p> <p>a) follow-up the CNS/ATM Matrix presented in Appendix A to this part of the Report;</p> <p>b) develop planning implementation of these CNS systems taking into account, among other aspects, the Matrix referred in paragraph a) above;</p> <p>c) with the ICAO NACC Office support, adjust the mentioned CNS/ATM Matrix, taking into account the second amendment to the Global Air Navigation Plan for the CNS/ATM systems expected to be approved in 2006; and</p> <p>d) through the NACC regional/sub-regional meetings mechanism periodically update the information of the CNS/ATM Matrix on the status of development of the CNS/ATM systems in these Regions.</p>	States/ Territories/ International/ Organizations	Review validity of CNS/ATM Matrix format at the NACC/DCA/3 Meeting	Valid	Follow-up
CNS/ ATM	<p>CONCLUSION 2/10 APPLICATION OF NAM/CAR REGIONAL TECHNOLOGICAL SOLUTIONS FOR AERONAUTICAL SERVICES</p> <p>That States/Territories/International Organizations of the NAM/CAR Regions aimed at facilitating and obtaining major benefits in the implementation of the CNS/ATM systems and other aeronautical services:</p> <p>a) look for and implement regional technological solutions that facilitates the integration, harmonization and intra/inter regional cooperation; and</p> <p>b) consider the agreement of regional technical cooperation projects for applying solutions mentioned in paragraph a) above.</p>	States/ Territories/ International/ Organizations	ICAO NACC Office is developing a Technical Cooperation Project Proposal to address this issue.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
CNS/ ATM	<p>CONCLUSION 2/11 INTERFACE AND OPERATIONAL INTEGRATION OF ATM AUTOMATION SYSTEMS OF THE NAM/CAR REGIONS</p> <p>That the States/Territories/International Organizations:</p> <ul style="list-style-type: none"> a) define the ATM automation requirements, in accordance with their operational and technical needs; b) base on the Regional Strategy for the implementation of ADS-B presented as Appendix C to this part of the Report; c) examine other regional requirements for the integration of ATM automation systems; d) establish bilateral or multilateral agreements for the integration of ATM automation systems, with a view to a regional ATM automation in accordance with ICAO guidelines; e) designate a point of contact to participate in the work for the integration of ATM automation systems; and f) coordinate their action plans with the ICAO NACC Regional Office in order to ensure a regional integration of ATM automation systems, in an integral, harmonious, interoperable manner, coherent with the Regional Air Navigation Plan (ANP) of the CAR/SAM Regions. 	States/ Territories/ International/ Organizations	<p>The States/Territories should take note and follow-up this Conclusion.</p> <p>E/CAR advances are presented in CAR/WG Report, Conclusion 1/17.</p>	Valid	Ongoing
CNS	<p>CONCLUSION 2/12 DEVELOPMENT OF A MODERNIZATION AND IMPLEMENTATION PLAN OF D-ATIS EQUIPMENT IN THE INTERNATIONAL AIRPORTS OF THE CAR REGION</p> <p>That, taking into account the experiences of COCESNA in developing a new D-ATIS equipment, States, Territories of the CAR Region and COCESNA examine and consider adopting in the international airports an equipment modernization plan and implementation of ATIS services, in accordance with ATM requirements.</p>	States/ Territories / COCESNA	States should adopt a modernization/implementation plan of ATIS equipment in accordance with the ATM requirements.	Valid	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
CNS	<p>CONCLUSION 2/13 SUPPORT OF STATES IN THE NAM/CAR REGIONS TO ICAO'S POSITION FOR THE ITU WRC-2007</p> <p>That the Directors of Civil Aviation of the NAM/CAR Regions, if not already done, adopt appropriate measures to support ICAO's position for the ITU WRC-2007:</p> <p>a) designate a focal point or a contact person with the respective national authority of radio-frequency spectrum management, in order to incorporate ICAO's position which is presented as the appendix to State Letter Ref.: E 3/5-05/85, dated 12 August 2005, when developing the State's position for the ITU WRC-2007, as well as with ICAO for the coordination of matters related with the WRC-2007;</p> <p>b) participate in an active manner in the preparatory work for the WRC-2007 in the CITEL meetings of the Organization of American States (OAS);</p> <p>c) participate in an active manner, whenever possible, in meetings of ICAO working groups and other activities convened by ICAO regarding the position for the WRC-2007; and</p> <p>d) ensure that, to the extent possible, representatives from civil aviation administrations be included in the national delegations to the conference ensuring the support of ICAO's position for the ITU WRC-2007 in the civil aviation-related matters.</p>	NAM/CAR DGCAs	The ITU World Communication Conference (2007) (WRC-07) was held in Geneva, Switzerland 22 October to 16 November 2007. The results of ICAO's position in this Conference will be presented shortly.	Completed	
ATM	<p>CONCLUSION 2/14 IMPLEMENTATION OF PERFORMANCE-BASED NAVIGATION</p> <p>That States/Territories and International Organizations take into account the information included in Appendix E to this part of the report in their future implementation work of Performance-Based Navigation in their airspace.</p>	States/ Territories/ International/ Organizations	Ongoing in accordance with GREPECAS guidelines	Valid	Follow-up
ATM	<p>CONCLUSION 2/17 SUPPORT FOR THE ATM WORK IN THE NAM/CAR REGIONS</p> <p>That Civil Aviation Administrations of the NAM/CAR Regions continue supporting the work of the Working Groups for the regional development and implementation of the ATM elements applicable to the NAM/CAR Regions.</p>	CAAs	ICAO NACC is reorganizing regional working groups in accordance with GREPECAS/14 Conclusion 14/51.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	<p>CONCLUSION 2/18 IMPLEMENTATION OF AIR TRAFFIC FLOW MANAGEMENT (ATFM) IN THE CENTRAL AMERICAN FIR</p> <p>That, considering the important operational and financial benefits for the ATM community, derived from the implementation of an efficient and safe Air Traffic Flow Management (ATFM) system, the States in the Central American FIR and COCESNA:</p> <p>a) initiate, under the coordination of COCESNA, the actions regarding the implementation of a sub-regional ATFM system for the Central American FIR, considering to that end the guidelines of ICAO, as well as the tasks and implementation programme to be agreed upon in the CAR/SAM Regions;</p> <p>b) continue the coordination with States, ICAO NACC Regional Office and other International Organizations, air operators, other ATFM Units and related bodies within a cooperative framework, in order to establish an efficient, safe and highly beneficial ATFM system; and</p> <p>c) present to the NACC/DCA/3 Meeting, through COCESNA, a report on the status of the progress of this project.</p>	States/ COCESNA	Ongoing	Valid	Follow-up
ATM	<p>CONCLUSION 2/19 IMPLEMENTATION OF THE ATFM SYSTEM IN THE NAM/CAR REGIONS</p> <p>That the States/Territories/International Organizations initiate the corresponding activities to:</p> <p>a) apply the NAM/CAR joint strategy for ATFM development presented in Appendix H to this part of the Report through:</p> <p>i) the establishment of a CAR regional ATFM system;</p> <p>ii) the harmonized establishment of a NAM/CAR ATFM interregional system; and</p> <p>b) coordinate their implementation activities with the ICAO NACC Regional Office to achieve a regional, harmonious and interoperable ATFM implementation.</p>	States/ Territories/ International/ Organizations	An ATFM seminar was held in Tegucigalpa, Honduras (27-31 March 2006) and a NAM/CAR ATM Regional Meeting, where the necessary aspects for ATFM implementation were discussed. On going	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	CONCLUSION 2/20 IMPLEMENTATION OF A SAFETY MANAGEMENT SYSTEM That the States/Territories/International Organizations of the NAM/CAR Regions that have not yet done so: a) develop an action plan to implement by 10 November 2006 a safety management system through systemic and appropriate programmes; b) establish the acceptable levels and objectives with regard to safety, within airspaces and aerodromes under their jurisdiction; and c) participate in the activities carried out by ICAO in order to foster the implementation of a regional safety management system.	States/ Territories/ International/ Organizations	ICAO is organizing training courses for 2007 and 2008 with the required participation from the States/Territories/International Organizations.	Valid	Follow-up
ATM	CONCLUSION 2/21 IMPLEMENTATION OF PROGRAMMES FOR THE EVALUATION OF ATM PERFORMANCE That States/Territories of the CAR Region and COCESNA implement by 30 November 2006 an ATM performance assessment programme, in accordance with ICAO guidelines (Annex 11, Doc 4444 and Doc 9854.	CAR States / Territories COCESNA	ICAO will organize a course in 2008 to assist with the implementation.	Valid	Follow-up
MET	CONCLUSION 2/22 COORDINATION OF AGREEMENTS BETWEEN CIVIL AVIATION ADMINISTRATIONS AND MET AUTHORITIES OF CAR STATES / TERRITORIES / INTERNATIONAL ORGANIZATIONS That, aimed at improving the coordination, cooperation and provision of aeronautical MET services, States/Territories/International Organizations of the CAR Region, that have not yet done so, coordinate agreements between civil aviation Administrations and meteorological authorities: a) clearly identifying their respective functions and the coordination between them; and b) that the agreement states the mechanism to ensure the participation of MET personnel in meetings, seminars and workshops organized by ICAO in coordination with the WMO, according to the Modus vivendi between ICAO and the WMO (Doc 7475).	States/ Territories/ International/ Organizations	Review	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
MET	<p>CONCLUSION 2/23 CO-OPERATION FOR SIGMET INFORMATION ISSUANCE</p> <p>That, with the view of improving the issuance of SIGMET information:</p> <p>a) civil aviation administrations and meteorological authorities of the States/Territories are urged to jointly deal with information issues related with the SIGMET issuance, through a Letter of Agreement among organizations/agencies involved in the re-collection and broadcast of SIGMET taking into account that the procedures used should be reviewed and arranged in accordance with the ICAO SARPs and guidance material; and</p> <p>b) airlines whose aircraft fly through or near meteorological phenomena that could affect flight safety be urged by IATA to provide timely and accurate special pilot reports.</p>	States/ Territories	Review	Valid	Follow-up
AIS/ MAP	<p>CONCLUSION 2/24 STUDY OF THE AERONAUTICAL INFORMATION MANAGEMENT (AIM) CONCEPT</p> <p>That States/Territories/International Organizations:</p> <p>a) initiate the corresponding studies for the planning and development of the AIM concept in the AIS/MAP services of the NAM/CAR Regions and, to that end, be included as a task of the work programme of the existing working groups, taking into account, as reference, the Air Navigation Global Plan for the CNS/ATM Systems and the Recommendations of the 11th Air Navigation Conference, and</p> <p>b) take the necessary measures and initiate the corresponding actions for the application of the AIM concept in the respective AIS/MAP services of the NAM/CAR Regions.</p>	States/ Territories/ International/ Organizations	A seminar including AIM concepts and the new standards of Annexes 4 and 15 (e-TOD) was carried out during the second half of 2007 in Dominican Republic, according to Conclusion 13/40 of GREPECAS/13 Meeting	Completed	

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AIS/ MAP	<p>CONCLUSION 2/25 PAIGH/ICAO REGIONAL PROJECT FOR THE PRODUCTION OF AERONAUTICAL CHARTS</p> <p>That, taking into consideration the difficulties experienced in general in the CAR Region regarding the production of Aeronautical Charts required in Annex 4, and GEASA initiative to sponsor the preliminary studies to develop a regional cooperation project, CAR/SAM States/Territories/International Organizations:</p> <p>a) consider their integration in the production of aeronautical charts project, that is proposed within the ICAO and PAIGH technical cooperation frame;</p> <p>b) consider the regional Aeronautical Information Management (AIM) within the specifications of the project; and</p> <p>c) support the work of ICAO/PAIGH Aeronautical Charts Working Group, which functions under the GREPECAS mechanism, in order to develop a project under the Terms of Reference and Work Programme that are shown in Appendix M to this part of the report; and</p> <p>d) request support from the IFFAS.</p>	States/ Territories/ International/ Organizations	<p>Taking into account that since SAM Region initiated their own project on this matter. NACC Regional Office is updating all projects for CAR application.</p> <p>ICAO NAAC Office through Technical Cooperation Bureau is developing a new Regional project that includes the terms from Conclusion 2/4 and Conclusion 2/25.</p>	Valid	Take note and follow up
AIS/ MAP	<p>CONCLUSION 2/26 ADOPTION OF GUIDANCE MATERIAL FOR THE NOTAM CONTINGENCY PLAN</p> <p>That States and Territories of the NAM/CAR Regions and COCESNA consider the contents of the NOTAM Contingency Plan for Havana's FIR as guidance material for the establishment of operational agreements related to NOTAM contingencies.</p>	States/ Territories/ International/ Organizations	<p>Delegations will inform on the actions taken by the relevant Administrations on this issue.</p> <p>Administrations are urged to implement these plans adopting the guidance material contained in Appendix AE of the GREPECAS/13 Meeting.</p> <p>ICAO NAAC Office had not received any report for the establishment of operational agreements related to NOTAM contingencies</p>	Valid	Note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
HRT	CONCLUSION 2/27 HUMAN RESOURCES AND TRAINING PLANNING That those States/Territories/International Organizations that do not have a human resources planning process at the different aeronautical services they provide, consider as an urgent matter the need to take the following measures: a) designate and prepare personnel on human resources planning within the responsible units of the different aeronautical services; b) develop a plan on human resources aimed at covering the needs for the next 5 years, including a training programme for the civil aviation staff involved in the implementation and operation of the new CNS/ATM systems, safety oversight and civil aviation security, and establish 31 March 2006 as deadline to finalize the plan; c) submit to the ICAO NACC Regional Office by 30 January 2006, the form shown in the Appendix O to this part of the report, duly completed by the CAAs.	States/ Territories/ International/ Organizations	Delegations will inform on the actions taken on a) and b) in their respective Administrations. Regarding c), the NACC Office has not yet received the information requested.	Valid	Follow-up and take appropriate action.
GEN	CONCLUSION 2/28 PRIORITIZE SOLUTION TO EXISTING AIR NAVIGATION DEFICIENCIES That States/Territories/International Organizations that have not yet done so, with the view to resolve air navigation deficiencies in the NAM/CAR Regions: a) use the GANDD database and provide information to keep the database updated; b) prepare and inform the ICAO NACC Office of their respective action plans for the solution of deficiencies, to be received before 30 December 2005; and c) prioritize and provide the necessary and available resources to resolve as soon as possible the deficiencies.	States/ Territories/ International/ Organizations	Will be dealt with under Agenda Item 3.5 of this Meeting.	Valid	Follow-up
AVSEC	CONCLUSION 2/29 COMPLIANCE OF AVSEC PROGRAMMES The Directors of Civil Aviation agree to review and update national policies to ensure effective oversight of Annex 17, Standards 3.1.1, National Civil Aviation Security Programme, 3.4.4, Quality Control, 3.4.5, Survey, Inspection and Test, 3.1.7 National Training Programme, and 3.3.1 Aircraft Operators Security Programme.	States Territories CAR Region	This issues is covered by USAP.	Completed	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	<p>CONCLUSION 2/30 ECONOMIC CONTRIBUTION OF CIVIL AVIATION</p> <p>That, the Directors of Civil Aviation of the North America, Central America and the Caribbean, recognizing the important impact of civil aviation on their economies, resolve to:</p> <p>a) use ICAO Circular 292, Economic Contribution of Civil Aviation, in support of efforts to define the contribution of civil aviation; and</p> <p>b) use the results in obtaining financing for important civil aviation projects.</p>	NACC DGACs	Continuous.	Valid	Follow-up
GEN	<p>CONCLUSION 2/31 ACTIVITIES OF THE TECHNICAL CO-OPERATION PROJECTS IN THE NAM/CAR REGIONS</p> <p>That States/Territories and International Organizations of the NAM and CAR Regions:</p> <p>a) participate and contribute, if not already done so, to the budget of regional projects in their area of responsibility; and</p> <p>b) analyze the importance of using ICAO technical co-operation national projects as a governmental tool to expand and facilitate the achievement of management results.</p>	States/ Territories/ International/ Organizations	Continuous	Valid	Follow-up

APPENDIX C

STATUS OF OUTSTANDING CONCLUSIONS AND DECISIONS OF PREVIOUS MEETINGS OF THE E/CAR WORKING GROUP

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
30th E/CAR WG				
ATM	<p>CONCLUSION 30/01 IMPLEMENTATION OF WORK PROGRAMMES IN SUPPORT OF STRATEGIC PERFORMANCE OBJECTIVES</p> <p>That in support of the evolution from a systems-based to a performance-based approach to planning and implementation of the air navigation infrastructure, States/Territories of the E/CAR develop and implement work programmes as depicted in Agenda Item 6, Appendix B, to this report, in support of the following performance objectives:</p> <ul style="list-style-type: none"> i) Optimization of the ATS route structure ii) Improve demand and capacity balancing iii) Enhance civil/military coordination and cooperation iv) Align upper airspace classification v) Implement RNP approaches 	E/CAR States/Territories	<p>It is expected that the CAR/WG follow-up on this Conclusion.</p> <p>Deadline approved by GREPECAS/14 is 14 November 2009</p>	Valid
AIS	<p>CONCLUSION 30/02 ACTION PLAN TO IMPROVE AIS IN THE E/CAR</p> <p>That the AIS Committee develop and present to the DCAs an action plan specifying agreed solutions to improve AIS in the E/CAR in accordance with information contained in Appendix A to this part of the report and keeping in mind the ATM requirements relating to the 2007 Cricket World Cup.</p>	E/CAR States and Territories	<p>AIS Committee needs to inform the Meeting on the actions taken by their respective Administrations</p> <p>ICAO NAAC Office has not received any Action Plan to improve AIS in the ECAR</p>	Valid
AIS	<p>CONCLUSION 30/04 MEETING OF THE AIS COMMITTEE</p> <p>That in order to advance the AIS activities of the E/CAR:</p> <ul style="list-style-type: none"> a) the 2nd Meeting of the E/CAR AIS Committee be held in 2007 for the purpose of: <ul style="list-style-type: none"> • defining the Integrated Automated AIS in the E/CAR; • drafting the Implementation Plan of the Integrated Automated AIS in the E/CAR through Aeronautical Information Management using the AICM and AIXM models; • resolving other E/CAR AIS deficiencies; and • implementing the E/CAR AIS Quality Assurance Programme. b) that ICAO, in cooperation with France and the United States, support the Meeting with technical experts in AIS quality assurance programmes and Aeronautical Information Management implementation. 	E/CAR States and Territories	<p>AIS Committee needs to inform the Meeting on the actions taken by their respective Administrations</p> <p>ICAO NACC Office has not received relevant information from the 2nd Meeting of the E/CAR AIS Committee held in 2007. Will be dealt with under Agenda Item 3.6, WP/07.</p>	Valid

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
AIS	CONCLUSION 30/06 HARMONIZATION OF THE WGS-84 BOUNDARY COORDINATES OF THE MAIQUETIA AND PIARCO FIRs That Trinidad and Tobago and Venezuela: a) finalize the harmonization of bordering geographical coordinates of their respective FIRs by May 2007, and b) inform ICAO of the completion of this activity.	E/CAR States and Territories	PIARCO needs to inform the Meeting on actions taken ICAO NACC Office has not received any information regarding harmonization of the WGS84 boundary coordinates between FIRs involved	Valid
SAR	CONCLUSION 30/07 NATIONAL AND INTERNATIONAL SAR COOPERATION AGREEMENTS IN THE E/CAR That States/Territories of the E/CAR Area that have not yet done so: a) present an up-to-date report of their bilateral and/or multilateral SAR cooperation agreements with other States/Territories/International Organizations which allow the use of mechanisms and resources to improve the SAR regional system; and b) submit to the ICAO NACC Regional Office by 30 August 2007, a report on the progress attained in this regard.	States/Territories/ SAR Committee	a) Report is required from States/Territories. b) No information received by ICAO.	Valid
MET	CONCLUSION 30/08 PARTICIPATION OF MET PERSONNEL IN ICAO MEETINGS That, where applicable, Civil Aviation Administrations make the necessary coordination with national meteorological services to: a) enable the participation of meteorology experts in ICAO meetings; b) assign a MET expert to be directly contacted by the AERMET Subgroup Secretariat and by the task forces' rapporteurs to carry out the required actions in their respective work programmes; and c) send the contact information of the MET expert assigned to the ICAO NACC Office as soon as possible and, in any event, not later than 15 March 2007.	DGCA and MET Authorities	Status state of a) and b) unknown c) Minimal responses received.	Valid

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
ATM	<p>CONCLUSION 30/14 REGIONAL ATM SAFETY MANAGEMENT SYSTEM</p> <p>That the States/Territories of the E/CAR:</p> <p>a) take the necessary actions for the implementation of an ATM safety system which ensures air navigation service providers the implementation of a Safety Management System in accordance with the new ICAO Annex 11 guidelines;</p> <p>b) establish the acceptable levels and objectives with regard to safety within the airspace and aerodromes of their jurisdiction;</p> <p>c) consider the use of ECCAIRS (European Coordination Centre for Aviation Incident Reporting Systems) as a means for classification of incident and accident taxonomies;</p> <p>d) take appropriate actions so as to provide funds for the promotion and enhancement of the ATM safety culture in their respective organizations in accordance with ICAO Doc 9859 guidelines;</p> <p>e) foster analysis and cooperation meetings among their related SMS/QAP specialists in order to share experiences for the effective implementation of ATM safety management programmes; and</p> <p>f) participate in the activities carried out by ICAO in order to facilitate the implementation of a regional ATM safety management system.</p>	E/CAR States/Territories	CAR/WG to support implementation of items a) through f)	Valid
CNS	<p>CONCLUSION 30/15 ACTION PLAN TO IMPROVE CNS IN THE E/CAR</p> <p>That the CNS Committee develop and present to the DCAs an action plan specifying agreed solutions to improve CNS in the E/CAR in accordance with information contained in Appendix M to this part of the report, keeping in mind the requirements of ATM and AIS fields relating to the 2007 Cricket World Cup.</p>	E/CAR CNS Committee	<p>The E/CAR CNS Ad-hoc Committee is presenting its report on Agenda Item 3.4. The requirements for the 2007 Cricket World Cup were satisfied.</p> <p>The Action Plan for other CNS improvements in the E/CAR is on-going. It is expected that CAR/WG follow-up this Conclusion.</p>	Valid
AVSEC	<p>CONCLUSION 30/16 RECRUITMENT OF AVSEC PROFESSIONALS</p> <p>That the States/Territories:</p> <p>a) review the ICAO prerequisites and forward this information to AVSEC qualified individuals in their administrations; and</p> <p>b) encourage qualified individuals to apply to ICAO to assist States with the enhancement of their AVSEC Programmes.</p>	States/Territories	Will be dealt with under Agenda Item 5.	Superseded

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
AVSEC	CONCLUSION 30/17 AVIATION SECURITY POINT OF CONTACT (POC) NETWORK That the States/Territories: a) review the criteria information and designate the appropriate authority to receive imminent threats to civil air transport operations through this Network; and b) as soon as practical sign up with ICAO using the appropriate form for the Aviation Security Point of Contact (POC) Network.	States/ Territories	Will be dealt with under Agenda Item 5.	Superseded
ATM	CONCLUSION 30/18 REORGANIZATION OF THE ATM TERMS OF REFERENCE AND WORK PROGRAMME OF THE E/CAR/WG That ICAO: a) review and integrate the ATM tasks of the E/CAR Working Group considering the performance objectives, as indicated in Appendix B to this part of the Report, taking into account the new Global Plan Initiatives (GPI); and b) reorganize, in an homogeneous manner, future activities of the E/CAR Working Group in accordance with the future annual work programme of the ICAO NACC Regional Office.	ICAO	Review proposal in WP/23	Valid
