



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

**Twenty-Seventh Eastern Caribbean Informal Working Group Meeting
(27TH E/CAR IWG)**

St. John's, Antigua and Barbuda, 21 to 25 July 2003

27TH E/CAR IWG-IP/03

30/05/03

Agenda Item 2: General Air Navigation Matters

2.1 Valid Conclusions/Decisions of previous E/CAR/IWG, E/CAR/DCA, NACC/DCA and GREPECAS Meetings relevant to the E/CAR Region

SUMMARY OF 17th E/CAR DCA, NACC/DCA/1 AND GREPECAS/11 MEETINGS CONCLUSIONS AND DECISIONS RELEVANT TO THE E/CAR IWG

(Presented by the Secretariat)

SUMMARY

This paper presents the status of the conclusions and decisions of the recent E/CAR/DCA, NACC/DCA and GREPECAS Meetings corresponding to the Group.

References:

- Report of the Seventeenth Meeting of Directors of Civil Aviation of the Eastern Caribbean, (E/CAR DCA/17), Trinidad and Tobago, 4 to 7 December 2001
- Report of the First North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/1), Cayman Islands, 8-11 October 2002.
- Report of the Eleventh Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/11), Brazil, December 2002.

1. Introduction

1.1 The status of Conclusions of the 17th Meeting of Directors of Civil Aviation of the Eastern Caribbean relevant to the E/CAR IWG are included in **Appendix A** to this paper. The Conclusions and Decisions of the First North American, Central American and Caribbean Directors of Civil Aviation Meeting relevant to the E/CAR IWG are included in **Appendix B** to this paper. The Conclusions and Decisions of the Eleventh Meeting of the CAR/SAM Regional Planning and Implementation Group relevant to the E/CAR IWG are included in **Appendix C** to this paper. **Appendix D** presents the main working guidelines agreed upon by the NACC/DCA/1 meeting through its Conclusion 1/1, updated to incorporate the results of subsequent Meetings.

2. **Conclusion**

2.1 The meeting is invited to review the contents of this paper which presents the status of the aforementioned conclusions and decisions.

2.2 Likewise, it is suggested to take into account the updated main working guidelines in view that these include many of the conclusions developed by the E/CAR Informal Working Group regarding the development of the regional air navigation systems.

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STATUS OF THE 17TH E/CAR DCAS MEETING CONCLUSIONS RELEVANT TO THE E/CAR IWG

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 17/4 ACTION TO BE TAKEN BY IACL WITH REGARD TO THE E/CAR AFS DIGITAL NETWORK</p> <p>That, IACL:</p> <p>a) obtain by 15 January 2002 complete proposals from Cable & Wireless and the Central Caribbean MEVA/2 AFS Network service provider, SCSi, for the operation, maintenance and installation (in the case of SCSi) of an Eastern Caribbean AFS Digital Network including;</p> <ol style="list-style-type: none"> 1. technical response to required specifications; 2. information on the company's competence as it related to technical experience and personnel; 3. implementation time-line programme; 4. cost of implementation and maintenance; <p>b) present the proposals and their evaluation at a Meeting of the Directors of Civil Aviation of the Eastern Caribbean to be held in Martinique prior to the end of January 2002, with the participation of both Cable & Wireless and SCSi; and</p> <p>c) ensure continued operation of the existing AFS Network until a final selection is reached.</p>	IACL	This matter will be dealt with under Agenda Item 3.6 (Ref. WP/16). IACL should inform to the Meeting.	Finalized	Note
<p>CONCLUSION 17/5 IMPLEMENTATION OF FL245 IN THE PIARCO FIR</p> <p>That, in support of the principle for the modification of the plane of division between the lower and upper airspace throughout the PIARCO FIR:</p> <p>a) the upper limit of the VC Bird, Pointe a Pitre, Fort de France and Adams TMAs be raised from FL195 to FL245 on the appropriate AIRAC date in July 2002;</p> <p>b) Trinidad and Tobago analyze the impact on operational matters and lateral airspace changes resulting from the raising of the lower airspace in the entire PIARCO FIR to FL245; and</p> <p>c) based on this analysis, every effort should be made to implement the ceiling change in the PIARCO FIR by the appropriate AIRAC date in July 2002.</p>	Antigua and Barbuda, Barbados, France and Trinidad and Tobago	<p>a) ICAO NACC Office has received AICs published on 17/Apr/03 with advances on this task.</p> <p>b), c) It is expected that Trinidad and Tobago inform the Meeting on advances in these tasks.</p>	On-going/ Partially Completed	Take action/ Follow up

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 17/6 PROVISION OF INFORMATION FOR THE AIP E/CAR The Directors of Civil Aviation of the Eastern Caribbean, recognizing the necessity for the publication of an up to date AIP for safe aviation operations, request that Trinidad and Tobago provide a time limit for the provision of updated aeronautical information to all States/Territories in order to publish an amended AIP in a timely manner.	Trinidad and Tobago	Ref: AIC 01/02 dated 24/1/02	Finalized	Note
CONCLUSION 17/7 AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES That States review the list of shortcomings and deficiencies (included in the Appendix to this Agenda Item) and submit a verification and correction status report to the ICAO Regional Office by 1 May 2002, or at the latest, to the 26th E/CAR IWG Meeting.	States/Territories	Superseded by NACC/DCA/1 Conclusion 1/20 and GREPECAS Conclusion 11/55.	Superseded	Note
CONCLUSION 17/8 ASSISTANCE TO THE CARICOM SAFETY OVERSIGHT ASSOCIATION OF STATES That the Directors of Civil Aviation of the Eastern Caribbean, in keeping with their cooperative efforts to meet their Safety Oversight responsibilities: a) approve the ICAO proposal to provide a Safety Oversight expert to assist in the work of the CARICOM Safety Oversight Association of States, b) call for a Meeting by the end of January 2002 of the Board of Directors of the Association in order to develop an appropriate work program for the Safety Oversight expert, and c) invite the ICAO Regional Office in Mexico City to participate in the Meeting.	States/Territories	On October 2002 CARICOM have activated the Regional aviation Safety Oversight System (RASOS) ,which is now Operational agency supported financially and technically (training)by the FAA and Transport Canada, at the present time dedicated only to Flight checks and PEI responsibility in the Caribbean	Finalized.	Note

STATUS OF THE NACC/DCA/1 CONCLUSIONS RELEVANT TO THE E/CAR IWG

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 1/1 SUPPORT FOR THE IMPLEMENTATION OF RECOMMENDATIONS / CONCLUSIONS / DECISIONS OF CAR/SAM REGIONAL AND CAR SUBREGIONAL MEETINGS That CAR States/Territories/International Organizations, with a view to developing 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/Decisions of the CAR/SAM Regional and CAR Subregional 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	The E/CAR IWG has taken note of this Conclusion, especially the main work guidelines and the possibility of proposing appropriate cooperation agreements.	Ongoing.	Take note and Follow-up
CONCLUSION 1/2 WORKING MECHANISM FOR THE FOLLOW-UP AND IMPLEMENTATION OF THE ANP AND THE RECOMMENDATIONS/CONCLUSIONS OF THE REGIONAL CAR/SAM MEETINGS That, a) the existing mechanism in the CAR Region, consisting of working groups and civil aviation authorities meetings of the Central Caribbean, Eastern Caribbean and Central America subregions be retained in order to deal with particular issues of each one of these subregions, with the periodicity and length deemed necessary; and b) Civil Aviation Authorities meetings of all the CAR Region be held every two or three years.	States / Territories/ ICAO NACC Office	The E/CAR IWG could support this task through the search and maintenance of interregional communication. Note has been taken of this Conclusion and it is proceeding in accordance	Ongoing	Take note and follow-up

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 1/3 ENHANCEMENT OF SUPPORT BY STATES / TERRITORIES / INTERNATIONAL ORGANIZATIONS TO THE WORK CARRIED OUT BY CAR/SAM REGIONAL AND CAR SUBREGIONAL BODIES That the States/Territories/International Organizations, in order to improve the work developed by the regional and subregional CAR bodies, bearing in mind the resource limitations, consider, a) nominating experts to develop tasks assigned to the different groups, granting them sufficient support and resources to carry out the work; and b) optimizing the working methods and coordination using suitable software and electronic communication means.	States / Territories	The E/CAR IWG could support this task by seeking the assistance and resources of the concerned Authorities.	Ongoing	Take note and Follow-up
CONCLUSION 1/4 REGIONAL SAFETY OVERSIGHT COOPERATION That ACSA cooperate with RASOS so that it may benefit from ACSA's achievements as a regional safety oversight agency.	ACSA and RASOS	This subject will be dealt with under Agenda Item 3.4 of this Meeting Informative meeting was conducted in order for RASOS to acquire gained experience from ACSA during the agency operational existence.	Ongoing	Follow-up
CONCLUSION 1/5 SAFETY OVERSIGHT IN UNITED KINGDOM OVERSEAS TERRITORIES That the United Kingdom refer to, review and consider regulations adopted in the Caribbean in the selection of regulations to be adopted for the safety oversight in its Overseas Territories.	United Kingdom		Ongoing	Follow-up
CONCLUSION 1/6 SAFETY OVERSIGHT That States, a) continue to actively support, contribute to and participate in regional safety oversight programmes and activities; and b) prepare for the ICAO USOAP audits of Annexes 11, 13 and 14.	States / Territories	This subject will be dealt with under Agenda Item 3.4 of this Meeting As of July 2002, 65 follow up missions have been conducted from which 9 of them in the NAM/CAR Regions.	Ongoing	Follow-up

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<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	<p>1. The NACC Office will examine the States /Territories International Organizations Quality Assurance programmes to assist.</p> <p>2. Not all States/Territories have submitted the name of the person for Quality Assurance, NACC Office will contact these people in to help implement their programmes before the deadline.</p> <p>3. States/Territories are expected to use the Quality Assurance Regional Guidance Material in order to expand their corresponding programmes.</p> <p>4.- Barbados ATS School completed the Validation QA Course June 16-27, 2003, the 1st course for the QA Program in the CAR/SAM Regions. Attendees: Haiti, St. Vincent and the Grenadines, Guyana (2), Curacao Netherlands Antilles, Antigua, Montserrat, Saint Lucia, Barbados (3), Grenada, and the Cayman Islands..</p>	Ongoing.	Follow-up
<p>CONCLUSION 1/9 NAM/CAR/SAM CONFERENCE ON RUNWAY SAFETY/RUNWAY INCURSIONS</p> <p>Administrations of the CAR Region are urged to attend the NAM/CAR/SAM Conference on Runway Safety/Runway Incursions that will be held in Mexico City from 22 to 25 October 2002.</p>	States/ Territories	Conference held.	Completed	Take note

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 1/10 NATIONAL RNAV/RNP IMPLEMENTATION PROGRAMMES FOR THE CAR REGION 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.	States /Territories /International Organizations	Continue the development for the implementation of RNAV routes and RNP.	On going.	Follow-up
CONCLUSION 1/11 DEVELOPMENT OF A NATIONAL RVSM IMPLEMENTATION PLAN IN THE STATES / TERRITORIES / COCESNA IN THE CAR REGION The CAR States/Territories/COCESNA are urged to prepare, as soon as possible, a national plan for RVSM implementation within the framework of the CAR/SAM regional RVSM implementation programme that would consider the administrative, economic, institutional and technical/operational aspects required for its execution.	States /Territories /International Organizations	Continue the RVSM Implementation Plan according to the CAR/SAM Regions Programmes.	On going.	Follow-up
CONCLUSION 1/12 ENGLISH LANGUAGE IN ATC That the Directors of Civil Aviation of the CAR Region support the initiatives carried out within ICAO by the Proficiency Requirements in Common English Study Group (PRICE SG) in relation to the proposals for amendments that will be made to Annexes 1, 6, 10 and 11.	States / Territories	The proposal of amendments are circulating for comments of the States.	On going.	Take note
CONCLUSION 1/13 OPTIMIZATION OF THE SUPPORT FOR THE ICAO POSITION AT ITU'S WRC-2003 That the Civil Aviation Administrations of the States of the CAR Region, with a view to supporting the ICAO position at ITU's WRC-2003, a) optimize the necessary coordination in order to participate in the delegations of their respective States at that Conference; b) that have not yet done so designate their expert in charge of the coordination for the preparation and participation at the WRC-2003; and c) make every effort so that the experts mentioned in the item above participate at the Regional Coordination Meeting, to be held in Mexico City from 11 to 12 December 2002, as well as at other fora organized to improve the comprehension of the ICAO position.	States	Coordination and support to this Conclusion have been optimized, and it will be finalized at the CMR-2003 Meeting (9 June to 4 July 2003).	Ongoing.	Follow-up and finalize

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 1/14 SUPPORT FOR THE CONTINUING DEVELOPMENT AND IMPLEMENTATION OF THE CAR REGION CNS SYSTEMS That the States/Territories/International Organizations of the CAR Region continue supporting the development and implementation of CNS systems in the CAR Region in accordance with the Regional Air Navigation Plan, GREPECAS conclusions, SARPs and ICAO guidelines.	States / Territories	E/CAR States/Territories are supporting this Conclusion	Ongoing.	Note and support.
CONCLUSION 1/15 SUPPORT FOR THE CONTINUING DEVELOPMENT AND IMPLEMENTATION OF CNS/ATM SYSTEMS IN THE CAR REGION States/Territories/International Organizations of the CAR Region are urged to identify and study the scenarios of this Region to help achieve the implementation of CNS/ATM systems in the CAR Region in order to be able to cope with the increase in air traffic and to increase safety, efficiency and regularity of air navigation, through international agreements and co-operation projects.	States / Territories/ International Organizations	The E/CAR IWG began studying and identified the CNS/ATM scenarios.	Ongoing	Take Note and follow-up
CONCLUSION 1/16 AIS DEVELOPMENTS That, Civil Aviation Administrations in the CAR Region commit to taking the available measures to implement AIS/MAP Automation Systems, AIS/MAP Quality Control Systems and WGS-84 Implementation through Bilateral or Multilateral Co-operation Programmes of ICAO Technical Co-operation or of other International Organizations and in this manner, accomplish and follow-up implementation plans of these AIS/MAP matters.	CAR States / Territories (Civil Aviation Administrations)	This will be dealt with under Agenda item 3.2. The Meeting is required to consider with special care the AIS issues that have an impact on air navigation safety.	Ongoing	Take note and follow-up

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CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 1/17 WAFS IMPLEMENTATION</p> <p>That,</p> <p>a) States/Territories acquire a workstation and depiction software by November 2003;</p> <p>b) States/Territories undertake the corresponding training and, if required, take advantage of the training that will be provided by WMO and United States NOAA; and</p> <p>c) ICAO coordinate with WMO and United States NOAA the schedule of training and inform States/Territories accordingly.</p>	States/ Territories	At the AERMETSG/6 held in June 2003, the WAFS tasks programme was updated accordingly. With the assistance of the WMO and the SIDS project, supported by Finland, there is support for the provision of workstations for most of the Caribbean National Meteorological Services. The tasks to support transition to the final phase of WAFS was updated at the AERMETSG/6 meeting held last June 2003. There is an ongoing effort by the World Meteorological Organization (WMO) to assist with the acquisition of workstations for the WMO RA-IV States.	On going	Follow-up
<p>CONCLUSION 1/18 CAR REGION COMMUNICATION / METEOROLOGY SPECIAL IMPLEMENTATION PROJECT</p> <p>That,</p> <p>a) States/Territories ensure that the COM/MET SIP recommendations are implemented, and</p> <p>b) ICAO coordinate an OPMET Implementation Meeting in mid-2003 for the Central and Eastern Caribbean States.</p>	States/ Territories	In order to ensure long-term success of the SIP, there is a proposal by the NACC Regional Office to organize a programmed follow-up of the recommendations during the second semester of 2004 with participation of COM and MET officers from the States/Territories concerned.	Concluded	Follow-up

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 1/19 AGREEMENT ON ATS CONTINGENCY PLANS AND SUPPORTING SERVICES FOR THE CAR REGION</p> <p>That, States/Territories/International Organizations in the CAR Region (CAR):</p> <p>a) update not later than 27 November 2003 their ATS contingency plans and supporting services for their Flight Information Regions (FIRs), and develop, where possible, bilateral and/or multilateral agreements with States/Territories/International Organizations responsible for neighbouring airspace using the model presented in Appendix C to this Report;</p> <p>b) consider the ATS Contingency Plans for the Flight Information Regions (FIRs) mentioned in a) above as duly coordinated basic elements of the ATS Contingency Planning in the CAR Region;</p> <p>c) send a copy of their ATS Contingency Plan to the ICAO NACC Regional Office; and</p> <p>d) support, whenever possible, neighbouring States/Territories/International Organizations when ATS Contingency Plans are to be implemented, in case of disruption or potential disruption of air traffic services or related supporting services for international civil aircraft operations.</p>	States / Territories/ International Organizations	The ICAO NACC Office has only received the Contingency Plan from Cuba . It is expected that States / Territories/ International Organizations present the advances obtained in their ATS Contingency Plans. That ICAO NACC Office will summon for an informal NAM/CAR Meeting on ATS Contingency Plan in November 2003, to accomplish a Draft Agreement on ATS Contingency Plan for the CAR Region.	On going.	Take action. Follow-up
<p>CONCLUSION 1/20 PRIORITY SOLUTION FOR AIR NAVIGATION DEFICIENCIES</p> <p>That States/Territories/International Organizations, with a view to resolving first and foremost their respective air navigation deficiencies, especially those that might have a negative effect on safety aspects presented in Appendix D,</p> <p>a) urgently develop and implement an Action Plan for each deficiency complying with the requirements established in the Air Navigation Plan FASID and the SARPs, specifying the corrective measures, the completion date, as well as assigning the necessary resources; and</p> <p>b) inform ICAO, through the NACC Office, on the Action Plan referred to in item a) above, no later than 31 December 2002, including any difficulties encountered.</p>	States/Territories /International Organizations	This matter will be dealt with under Agenda Item 2.2 (Ref. WP/03). Also refer to GREPECAS Conclusion 11/55.	Valid.	Take action urgently

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 1/21 HUMAN RESOURCES PLANNING AND TRAINING</p> <p>That those States/Territories/International Organizations that do not have a human resources planning process for air navigation services, safety oversight and civil aviation security, consider, on an urgent basis, the need to take the following measures:</p> <p>a) appoint and train personnel in human resources planning within the units responsible for the different aeronautical services;</p> <p>b) develop a human resource plan for the next five years, containing a civil aviation personnel training programme including the implementation and operation of the new CNS/ATM Systems, safety oversight and civil aviation security;</p> <p>c) emphasize to the GREPECAS on the need to follow-up Decision 10/4 to analyze the “impact of automation on human resources” in accordance with the Guidance Manual for the Training of Human Resources on CNS/ATM Systems;</p> <p>d) consider the importance of attending activities sponsored by ICAO (courses, seminars, workshops, etc.) taking into account that such activities are aimed at complementing and updating civil aviation personnel training;</p> <p>e) request the ICAO NACC Regional Office to distribute the form, attached as the Appendix to this part of the Report, to be filled out by the Administrations in order to determine the need for human resources and training in the different aeronautical fields in the CAR States. This form should be sent to the NACC Office, no later than 31 January 2003; and</p> <p>f) use the information obtained in the aforementioned form by Aeronautical Administrations, GREPECAS and by the ICAO NACC Regional Office for coordination with Civil Aviation Training Centres (CATCs) of the CAR Region for human resources planning and training purposes.</p>	States / Territories	<p>-Paragraphs a),b), d), the DCAs will inform to the meeting on the steps given to these respects.</p> <p>-Paragraph c), GREPECAS will be informed in the 12th. Meeting.</p> <p>-Paragraph e), NACC Office distributed the form and a reminder. DCAs will inform to the meeting on the concerning actions taken.</p> <p>- Paragraph f), Action subject to compliance with para. e)</p> <p>-The E/CAR IWG could support this effort, identifying the needs of human resources especially trained in Quality and Databasis in each Air Navigation Area per State/Territory/International Organization that does not have a planning of human resources. The Meeting is required to agree on a new date to submit the request mentioned in e).</p> <p>NOTE: Suggested date on first step for Training Plan could be May 2004, in order to comply with RVSM Implementation Training.</p>	Ongoing	<p>Take note and follow-up to a), b), c) and d). Regarding e) the DCAs will send the form filled not later than 15 August 2003.</p>

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 1/22 TRAINING STANDARDIZATION – TRAINAIR METHODOLOGY IN THE CAR REGION</p> <p>That, for the development of human resources, States/Territories/International Organizations in the CAR Region, consider the following actions:</p> <p>a) take the necessary measures to standardize civil aviation training, in accordance with ICAO guidelines taking into consideration international co-operation;</p> <p>b) that those training centers who have not yet joined the TRAINAIR Programme, do so; and</p> <p>c) that in the spirit of international co-operation, development of bilateral/multilateral projects to facilitate co-operation and technical assistance for adequately developing human resource planning and training should be considered.</p>	States / Territories	The E/CAR IWG could support this effort by analyzing the training needs in the various areas and proposing training programmes, that could be fostering through regional technical cooperation projects.	Ongoing.	Take note and follow-up
<p>CONCLUSION 1/23 ICAO EDUCATIONAL EVENT USING INTERNET TECHNOLOGY</p> <p>That,</p> <p>a) ICAO undertake a pilot project to use virtual multimedia e-based and web-enabled technology for a Regional Office educational event planned to be held in late 2003 or early 2004 on the possible topic of ATS Contingency Planning; and</p> <p>b) States/Territories/International Organizations, following participation in the above mentioned event, provide ICAO feedback to determine whether this is a viable alternative and/or complementary methodology for conducting ICAO Regional Office educational events and should therefore be developed further and adopted for other events in the future.</p>	ICAO, States / Territories	<p>The domain to host the site has been created at www.mexico.icao.int</p> <p>The appropriate software for the development of the application is being selected.</p>	Ongoing.	Follow-up

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CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 1/24 INSTRUMENTS FOR THE EFFECTIVE IMPLEMENTATION OF NEW CIVIL AVIATION SYSTEMS</p> <p>That, recognizing the urgent need to take effective measures for the efficient implementation of the new civil aviation systems, States/Territories/International Organizations consider taking the following actions:</p> <p>a) dedicate financial resources to provide the necessary support to the implementation of the new civil aviation systems, taking into account that infrastructure and services are high cost items and that it is necessary to plan and develop a national plan;</p> <p>b) analyse the feasibility of developing regional technical cooperation projects, involving several States/Territories/International Organizations;</p> <p>c) consider the convenience of promoting international co-operation and bilateral/multilateral agreements that facilitate mutual assistance among States/Territories/International Organizations;</p> <p>d) undertake major efforts to join and actively participate in the Regional Technical Co-operation projects, currently executed in the CAR/SAM Regions; and</p> <p>e) propose new projects as deemed necessary.</p>	States / Territories	<p>-The DCAs. will inform on the steps given in the required actions.</p> <p>-Paragraph d), IACL communicate to ICAO, its interest of joining the Project RLA/98/003.</p> <p>-The E/CAR IWG could support this effort through evaluating the needs for new projects.</p>	Ongoing	Take note and follow-up
<p>CONCLUSION 1/25 FINANCING RESOURCES TO INCREASE THE PARTICIPATION OF STATES / TERRITORIES / INTERNATIONAL ORGANIZATIONS IN REGIONAL COOPERATION PROJECTS</p> <p>ICAO and States/Territories/International Organizations are urged to continue efforts to obtain financing in order to participate in regional projects for the implementation of the new civil aviation systems aimed at increasing airspace capacity, safety, efficiency and regularity of civil aviation.</p>	States / Territories	<p>-ICAO/NACC Office expects to receive letters of intentions from States/ Territories/Organizations, pointing out its interest to participate or fostering some identified project.</p> <p>-The E/CAR IWG could support this effort.</p>	Ongoing.	Take note and follow-up

STATUS OF THE GREPECAS/11 MEETING CONCLUSIONS AND DECISIONS RELEVANT TO THE E/CAR IWG

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 11/3 AGA/AOP/SG TRAFFIC FORECAST REQUIREMENTS That, a) States obtain from aerodrome operators the following traffic forecast information for 5 and 10-year horizons (listed in order of priority): <ul style="list-style-type: none"> • The critical aircraft types for international aerodromes; • The busy hour aircraft movements for international aerodromes; • The annual aircraft movements for cities; and, • The types of aircraft operating on routes between city-pairs. b) States define which aerodromes are to be considered; c) States provide the information referred to in a) above to the ICAO Regional Offices by June 2003; and d) ICAO compile, consolidate, review and present the information received to the AGA/AOP/SG/3 Meeting in September 2003.	States States States States	A follow up letter has been sent to States and International Organizations in February 2003	Valid Valid Valid	Take action Take action Take action Note
CONCLUSION 11/4 RUNWAY STRIPS AND RUNWAY END SAFETY AREAS That, in the case of existing aerodromes where the required runway strips and runway end safety areas (RESA) are not provided due to physical constraints, a) States publish existing runway strip and RESA dimensions and note any deficiencies in the AIP; b) States evaluate the provision of the required runway strips and RESA through the reduction of runway declared distances, including timely consultation with the aerodrome and aircraft operators; c) States submit specific case studies to the AGA/AOP/SG Task Force for evaluation and advice, if required; d) IATA continue to support the Task Force, particularly in the evaluation of case studies in relation to any potential impact on services including payload penalties, changes of equipment and frequency of services; and e) States consider the provision of proven runway end arrestor bed systems to enhance the runway end safety conditions although with reference to the current ICAO SARPs, they are not an acceptable alternative to the provision of runway strips and runway end safety areas.	States States States IATA States	A follow up letter has been sent to States and International Organizations in February 2003	Valid Valid Valid Valid Valid	Take action Take action Note Take action Note

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 11/5 LATIN AMERICAN AND CARIBBEAN ASSOCIATION OF AIRFIELD PAVEMENTS (ALACPA) That, States support ALACPA, keeping in mind its main objective to assist States to comply with the ICAO SARPs and to contribute to the elimination and prevention of airfield pavement deficiencies in the CAR/SAM Regions.	States	A follow up letter has been sent to States and International Organizations in February 2003	Valid	Note
CONCLUSION 11/6 SEMINAR ON PAVEMENT MANAGEMENT SYSTEMS AND SHORT COURSE ON PAVEMENT CONDITION INDEX (PCI) That, ICAO consider convening a Seminar on Pavement Management Systems (PMS) and a Short Course on Pavement Condition Index (PCI) for the CAR/SAM Regions in 2003.	ICAO	The Seminar is planned to be held in Lima, Peru from 20 to 25 November 2003	Valid	Note
CONCLUSION 11/7 - AIRPORT, NATIONAL AND REGIONAL BIRD HAZARD COMMITTEES That, a) States should urge aerodrome operators to establish and maintain Airport Bird Hazard Control Coordinating Committees; b) States establish and maintain National Bird Hazard Committees; and c) the formation of the CAR/SAM Regional Bird Hazard Prevention Committee should be implemented in accordance with the following; 1) the name of the Regional Committee is “CAR/SAM Regional Bird Hazard Prevention Committee”; 2) the CAR/SAM Regional Bird Hazard Prevention Committee will be an independent entity to the AGA/AOP/SG; 3) AGA/AOP/SG will continue its activities to support the formation of the CAR/SAM Regional Bird Hazard Prevention Committee; 4) the Regulations of the CAR/SAM Regional Bird Hazard Prevention Committee are included in Appendix A; 5) the Organizational Structure and Stages of implementation of the CAR/SAM Regional Bird Hazard Prevention Committee are included in Appendix B; and 6) the work plan up to December 2003 for the establishment and development of the CAR/SAM Regional Bird Hazard Prevention Committee is included in Appendix C.	States States AGA/AOP/SG	A follow up letter has been sent to States and International Organizations in February 2003 The First Meeting is planned to be held from 22 to 24 October 2003 in Santiago, Chile	Valid Valid Valid	Take action Take action Note

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 11/8 RUNWAY INCURSIONS That, a) States adopt the definition of a runway incursion as “An unauthorised or unintended presence of an aircraft, vehicle, person, wildlife or object on a runway, within the graded portion of a runway strip or infringing on the obstacle free zone and in the area controlled on the ground by runway-holding and road-holding positions”; b) States continuously collect and compile runway incursion incident reports from aerodrome operators, air traffic services providers and aircraft operators and periodically submit these to the ICAO Regional Offices; and c) the information referred to in b) above be presented and reviewed at the AGA/AOP/SG/3 Meeting.	States States AGA/AOP/SG	A follow up letter has been sent to States and International Organizations in February 2003	Valid Valid Valid	Note Take action Take action
CONCLUSION 11/9 AIRFIELD MAINTENANCE PROGRAMMES That: a) States ensure that aerodrome operators implement and maintain adequate airfield maintenance programmes to eliminate and prevent the future existence of urgent deficiencies in existing runway markings, lighting, signs and pavement surface conditions, and perimeter barriers which have a direct impact on the safety of aircraft runway operations; and b) the AGA/AOP/SG review implementation of this conclusion at its third Meeting in September 2003 by reviewing the list of shortcomings and deficiencies.	States AGA/AOP/SG	A follow up letter has been sent to States and International Organizations in February 2003	Valid Valid	Take action Take action
CONCLUSION 11/10 AIP AD SECTION DEFICIENCIES That, States ensure that airport operators and aeronautical information services undertake the necessary coordination for the timely publication of aerodromes information contained in the AD Section of the AIP to ensure the quality of the information in terms of accuracy, completeness and currency.	States/Territories	This Conclusion was discussed during the AIS/MAP SG/8 under Agenda Item 1	On going	Implement the AIS Quality Assurance System
CONCLUSION 11/11 AERODROME CERTIFICATION IMPLEMENTATION That States, a) should urgently implement the aerodrome certification process in order to be compliant with the new standard by 27 November 2003; and b) provide an implementation status report to the AGA/AOP/SG/3 Meeting in September 2003.	States	This issue will be dealt with under Agenda Item 3.1 A follow up letter has been sent to States and International Organizations in February 2003	Valid	Take action

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 11/12 EN-ROUTE ALTERNATE AERODROMES That, a) IATA prepare a list of en-route alternate aerodromes required and the associated critical aircraft type, hours of operation and city-pair route for each aerodrome and submit this list to the ICAO Regional Offices by January 2003; b) ICAO circulate the list to States; c) States review the requirements and prepare a list of en-route alternate aerodromes to be provided, identify those requested aerodromes which can not be provided, recommend potential alternatives, and submit this information to the ICAO Regional Offices by June 2003; and d) ICAO compile, consolidate, review and present the information received to the AGA/AOP/SG/3 Meeting in September 2003.	IATA ICAO States ICAO	Follow up letters have been sent to States and International Organizations in February and June 2003.	Finalized Finalized Valid Valid	Note Note Take action Note
CONCLUSION 11/21 NATIONAL RNAV ROUTE IMPLEMENTATION PROGRAMME That the ICAO NACC and SAM Regional Offices encourage the CAR/SAM States/Territories and International Organizations to draft national RNAV Route Implementation Programmes compatible with the CAR/SAM RNAV implementation programme, based on the actual implementation requirements, analyzing the impact of implementation on the airspace, the aircraft fleet, on the provision of air traffic services, and establishing the relevant coordination to enable the integrated, harmonious and timely implementation of more direct RNAV routes.	ICAO NACC and SAM Regional Offices	This task is carrying up in AP/ATM Meetings within the RLA/98/003 Project	On going	Follow up
CONCLUSION 11/22 COLLECTION OF DATA ON RNP-APPROVED AIRCRAFT That, in order to have updated information on RNP-capable aircraft operating in the CAR/SAM Regions: a) the CAR/SAM Monitoring Agency (CARSAMMA) start collecting such data from civil aviation authorities of both Regions; and b) IATA provide information on the RNP capability of its operators.	a) CARSAMMA b) IATA	This task is carrying up in AP/ATM Meetings within the RLA/98/003 Project	On going	Follow up

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 11/23 RVSM IMPLEMENTATION IN THE CAR/SAM REGIONS That CAR/SAM States and COCESNA plan RVSM implementation in a single stage between FL290 and FL410 inclusive in the flight information regions under their jurisdiction in a consistent manner with the implementation in the NAM Region, which is currently foreseen for December 2004.	States/Territories /International Organizations	In the AP/ATM/4 Meeting, within the RLA/98/003 Project, States agreed the RVSM implementation in a single stage between FL290 and FL410, consistent with the implementation date for NAM Region, which is currently foreseen at 20 January 2005	On going	Follow up
DECISION 11/24 RVSM ACTIVITIES TO BE CARRIED OUT BY THE ATM/CNS SUBGROUP That, with a view to the harmonious implementation of RVSM in the CAR/SAM Regions, the ATM/CNS Subgroup: a) continue its activities and work programme so that RVSM implementation in the CAR/SAM Regions may be carried out in a single stage between FL290 and FL410 inclusive; b) taking into account the RVSM implementation plans of the CAR/SAM States and COCESNA, develop an operational concept and establish the most appropriate procedures to expedite implementation in those States which might face difficulties with the implementation of RVSM in a single stage; and c) submit results to GREPECAS/12 for assessment and relevant action.	ATM/CNS/SG	In the AP/ATM Meetings, within the RLA/98/003 Project, is develop this task for the RVSM implementation in CAR/SAM Regions. The advances in this task will be present in the next ATM/CNS/SG meeting.	On going	Follow up
CONCLUSION 11/25 ATC SIMULATIONS That, in order to assess the possible impact of RVSM implementation, the States that are in a position to do so conduct ATC simulations and submit their results to the corresponding ICAO NACC and SAM Regional Offices.	States/Territories /International Organizations	In the AP/ATM Meetings, within the RLA/98/003 Project, is been develop this task for the RVSM implementation in CAR/SAM Regions. The States/Territories and International Organizations of CAR/SAM Regions should comply whit this task and present results in the AP/ATM/6 meeting.	On going	Take action

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 11/26 POINT OF CONTACT FOR THE ATS SERVICE PROVIDER That the States/Territories/International Organisations that have not yet done so, advise the President of the ATC Working Group (ATC/WG), as soon as possible, through the ICAO Regional Offices, on the point of contact for each ATS service provider in the CAR/SAM Regions.	States/Territories /International Organizations		On going	Take note
CONCLUSION 11/27 POINT OF CONTACT FOR THE AIRCRAFT AND OPERATOR APPROVING STATE That the States/Territories/International Organizations advise the Rapporteur of the RVSM Task Force, through the ICAO Regional Offices, on the point of contact for each State involved in granting RVSM approval to aircraft and/or operators if such points of contact have not yet advised the Regional Monitoring Agency, CARSAMMA.	States/Territories /International Organizations		On going	Take note
CONCLUSION 11/28 AIR TRAFFIC CONTROL AUTOMATED SYSTEMS That ATS providers assess the impact of RVSM implementation on automated control systems and plan for any modifications and/or upgrades required in the system as soon as possible.	States/Territories /International Organizations		On going	Take action
CONCLUSION 11/29 FLIGHT LEVEL OCCUPANCY ANALYSIS That, with a view to the regional implementation of RVSM, CAR/SAM States/Territories/International Organizations conduct an analysis of flight level occupancy between FL290 and FL410, inclusive, considering flight category, type of aircraft and duration and number of operations per flight level. Information can be collected using the forms contained in Appendix D to this part of the report.	States/Territories /International Organizations	This task is carrying up within the AP/ATM Meetings of RLA/98/003 Project	On going	Follow up
CONCLUSION 11/30 HEIGHT-KEEPING PERFORMANCE MONITORING That, in order to monitor the height-keeping performance of aircraft in RVSM airspace, the CAR/SAM Regions: a) use the GMU monitoring method; and b) consider using the GMUs provided by the United States.	a) CARSAMMA b) United States	This task is carrying up within the AP/ATM Meetings of RLA/98/003 Project	On going	Follow up

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 11/31 HEIGHT KEEPING PERFORMANCE MONITORING SERVICE That the height-keeping performance be monitored through IATA, which will engage a qualified contractor, provided that the contractor's measuring methodology and results are recognized by another regional monitoring agency, such as APARMO or EUROCONTROL, and the service is equally available to all CAR/SAM airspace users.	IATA	This task is carrying up within the AP/ATM Meetings of RLA/98/003 Project	On going	Take note
CONCLUSION 11/32 PARTICIPATION IN THE RVSM TASK FORCE That, in view of the coordination required and to avoid a potential negative impact on RVSM implementation programmes of CAR/SAM States, the States/Territories/International Organizations participate in a wide and committed manner in the activities of the RVSM Task Force.	States/Territories /International Organizations	In the AP/ATM Meetings, within the RLA/98/003 Project, are carrying up the activities of RVSM Task Force for the RVSM implementation in CAR/SAM Regions.	On going	Take action
CONCLUSION 11/33 ASSIGNMENT OF THE CAR/SAM REGIONAL MONITORING AGENCY TO BRAZIL GREPECAS agrees to assign the duties and responsibilities of the CAR/SAM regional monitoring agency (CARSAMMA) to Brazil.	GREPECAS		Completed	Take note

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CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 11/34 MAIN RVSM DUTIES AND RESPONSIBILITIES OF CARSAMMA</p> <p>That the main RVSM duties and responsibilities of the CAR/SAM Monitoring Agency (CARSAMMA) are as follows:</p> <ul style="list-style-type: none"> a) establish and maintain a central registry of RVSM-approved operators and aircraft of each State/Territory that use the CAR/SAM RVSM airspace; b) facilitate the transfer of approved data to and from other RVSM regional monitoring agencies; c) establish and maintain a database containing the results of height-keeping performance monitoring and height deviations of 300 ft or more within CAR/SAM airspace, and to include in the database the results of CARSAMMA requests to operators and States for information on the causes of large height deviations observed; d) provide timely information to State authorities and operators on changes or monitoring status of aircraft type classifications; e) administer the GPS monitoring system (GMS); f) assess compliance with RVSM height-keeping performance requirements by operators and aircraft, and introduction of RVSM in the CARSAM Regions; g) provide the means for identifying non-RVSM approved operators using CAR/SAM RVSM airspace and to notify the appropriate State authority accordingly; h) develop the means for summarizing and communicating the content of relevant databases to RVSM Task Force decision makers, so that it can be used to decide when and to what extent RVSM will be applied in the airspace under their responsibility; and i) conduct the CAR/SAM airspace safety assessment. 	CARSAMMA		On going	Take note
<p>CONCLUSION 11/37 TRANSITION PLAN FOR THE MANDATORY USE OF ELT IN 406 MHZ</p> <p>That ICAO NACC and SAM Regional Offices urge CAR/SAM States/Territories and International Organizations to adopt the relevant measures to develop and implement a transition plan to comply with the dispositions contained in ICAO Annexes 6 and 10 on the mandatory use of ELT on 406 MHz.</p>	States/Territories /International Organizations	The States/Territories and International Organizations should accomplish this task adopting the ELT 406 Mhz in SAR National /Regional Plans.	On going	Take action

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 11/38 MEASURES TO BE ADOPTED FOR RESOLVING ATM/SAR DEFICIENCIES</p> <p>That,</p> <p>a) ICAO NACC and SAM Regional Offices continuously follow-up the deficiencies in their regions;</p> <p>b) the CAR/SAM States/Territories/International Organizations provide the ICAO NACC and SAM Regional Offices with periodical information to enable the updating of the table of deficiencies;</p> <p>c) the States/Territories/International Organizations share with other administrations the tools used to correct the English proficiency deficiency;</p> <p>d) the identification of the deficiency be quantified through percentages, to enable a better understanding of the progress made; and</p> <p>e) the States/Territories/International Organizations use ATS quality assurance programmes as a tool for the prompt solution of the ATM/SAR deficiencies identified.</p>	<p>States/Territories /International Organizations</p>	<p>The NACC Office is working on this important issue assisting states to take corrective and follow-up actions to resolve the deficiencies, and to put in place measures to monitor that such actions are ensuring compliance to a satisfactory level.</p> <p>ICAO NACC Office sent State Letter asking for any action taken to resolve these deficiencies. Responses have been received from some States and Territories, but not all.</p> <p>States and Territories who have not responded to the NACC Office need to do so and send in a voice tape as indicated in the letter.</p> <p>Part of this process is reviewing random air traffic control voice tapes from air traffic service units. The review of voice tapes is considered a random sampling that demonstrates application of standardized phraseology and the effectiveness of established programs.</p>	<p>On going</p>	<p>Follow up</p>

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 11/39 SUPPORT FOR THE ICAO POSITION AT THE ITU WRC-2003</p> <p>That CAR/SAM States, with a view to optimizing coordination and maximizing the support to the ICAO position at the ITU WRC-2003,</p> <p>a) designate as soon as possible the contact person closely involved in the work at the national level on aeronautical issues in preparation for the WRC-2003, completing the information contained in Appendices G and H to this part of the report;</p> <p>b) provide, as soon as possible, to the corresponding ICAO Regional Office and the national spectrum administration entity the name of the person referred to in item a) above, as well as his/her contact data, with a view to completing the information contained in Appendices G and H to this part of the Report;</p> <p>c) instruct the contact person designated under item a) to establish direct coordination with the CNS experts of the ICAO Regional Offices and Headquarters, as well as with the experts from other States; and</p> <p>d) participate in regional preparatory fora organized for providing a better understanding of and support to the ICAO position, as well as in the WRC-2003, in order to become familiar with all of the aeronautical frequency management and protection aspects.</p>	States	- - -	Completed	To note.
<p>CONCLUSION 11/41 REVIEW OF THE STATUS OF IMPLEMENTATION OF THE AFTN PLAN AND RELEVANT AMENDMENTS</p> <p>That,</p> <p>a) the AFTN Plan, contained in Table CNS1A and in Chart CNS 1 of the CAR/SAM ANP, Volume II, FASID (Doc. 8733), be amended to eliminate the Aruba-Curacao circuit and to replace the requirement of an AFTN station with a tributary COM AFTN centre for Georgetown, Guyana;</p> <p>b) the AFTN Plan be updated with information on AFTN circuits connected with the United States, as shown in Appendix J to this part of the Report; and</p> <p>c) Aruba and Netherlands Antilles, if appropriate, consider maintaining the Aruba/Curacao AFTN circuit implemented as an alternate means of communication, based on a bilateral agreement.</p>	States/Territories and ICAO	- - -	On-going	To note.

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 11/44 FLIGHT INSPECTION OF GNSS NPA PROCEDURES That, in order to have available guidance material on flight inspection of GNSS NPA procedures: a) ICAO be urged to make all efforts to publish Document 8071, Volume II – “Testing of Satellite-Based Radio Navigation Systems”, as soon as possible; b) the Secretariat send to ICAO Headquarters the document on flight inspection of GNSS NPA procedures submitted by Brazil, as shown in the Appendix M to this part of the report, so that it may be considered as a contribution to the document mentioned in item a) above, if deemed appropriate; and c) States/International Organisations that need to conduct flight inspections of GNSS NPA procedures coordinate with States/International Organisations with experience in this respect, to receive advice on the matter.	States/Territories and ICAO	- - -	On-going	Follow-up
CONCLUSION 11/45 SBAS-EGNOS TRIALS IN THE CAR/SAM REGIONS That, a) non pre-operational SBAS-EGNOS trials be carried out in the CAR/SAM Regions through an ICAO/UNDP regional project RLA/02/901; b) for the trials mentioned in item a) above, cooperation offers made by Colombia, Cuba, Spain, COCESNA and the European Commission be accepted and acknowledged; and c) the ICAO NACC and SAM Regional Offices invite other CAR/SAM States/International Organizations to participate in the project mentioned in item a).	States/Territories/ International Organiz ations	Follow-up and consider participating in the second phase of the project.	On-going	To note.
CONCLUSION 11/46 SUPPORT FOR THE CAR/SAM REGIONAL SBAS -GNSS AUGMENTATION PLAN That States/International Organizations participating in non pre-operational SBAS-GNSS trials report the results of the aforementioned trials to the ATM/CNS Subgroup by the end of 2004, and those who are in a position to do so, contribute their experience and resources for the development of the CAR/SAM regional GNSS augmentation plan, in coordination with the tasks on this matter being carried out by the GREPECAS mechanism.	States/Territories/ International Organizations	- - -	On-going	To note.

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CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 11/47 REGIONAL GUIDELINES FOR THE EXCHANGE OF SSR RADAR DATA That CAR/SAM States/International Organizations be urged to: a) use the Asterix protocol as a common regional protocol for the exchange of SSR radar data; b) take into account the revised regional guidelines on the exchange of radar data contained in Appendices N, O and P to this part of the Report; and c) establish bilateral/multilateral agreements for the exchange of radar data.	States/Territories/ International Organizations	Use the guidelines in order to develop radar data sharing.	- - -	To note.
CONCLUSION 11/48 USE OF THE MINIMUM SAFE ALTITUDE WARNING (MSAW) That, a) States/International Organizations facing problems with the use of MSAW, take into account MSAW operational requirements contained in ICAO Doc 4444 and in the “Operational Requirements Documents for EATCHIP Phase III ATM Added Proximity Warning (APW)” of EUROCONTROL; and b) ICAO be urged to develop guidance material on the MSAW.	States/Territories/ International Organizations	- - -	- - -	To note.
CONCLUSION 11/49 REGIONAL GUIDELINES ON THE PLANNING AND IMPLEMENTATION OF RADAR SURVEILLANCE SYSTEMS That CAR/SAM States/International Organizations take into account the regional guidelines on the planning and implementation of radar surveillance systems presented in Appendix Q to this part of the Report.	States/Territories/ International Organizations	- - -	- - -	To note.
CONCLUSION 11/50 PRELIMINARY REGIONAL GUIDELINES ON AUTOMATIC DEPENDENT SURVEILLANCE SYSTEMS That CAR/SAM States/International Organizations take into account the preliminary regional guidelines on Automatic Dependent Surveillance (ADS) systems presented in Appendix R to this part of the Report.	States/Territories/ International Organizations	- - -	- - -	To note.

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
DECISION 11/51 TERMS OF REFERENCE OF THE ATM AUTOMATION TASK FORCE That the ATM Automation Development Task Force, with a view to complying with the tasks assigned on this topic, take into account the following terms of reference: <i>“By the year 2012, achieve a gradual and evolutionary level of development of ATM automated systems permitting the exchange of data between ATM unit; likewise, achieve a harmonized interoperability, in addition to providing a flexible and optimized airspace management, while maintaining the required levels of safety.”</i>	GREPECAS ATM/CNS/SG	- - -	- - -	To note.
DECISION 11/52 ACTIONS FOR THE DEVELOPMENT OF ATM AUTOMATION That, to continue with the development of the tasks on the development of ATM automation, the ATM Automation Development Task Force take the following action: a) continue with the development of a preliminary regional strategy for the implementation of ATM automation in the CAR/SAM Regions, for presentation at the next meeting of the CNS Committee for its review and approval; b) in order to support the Strategy, develop a document to serve as a guide for the implementation of ATM automated systems for the processing of the information managed by the ATM systems, consistent with CAR/SAM traffic flows and homogeneous areas; c) propose that, once presented and approved by GREPECAS, the CAR/SAM ATM Automation Strategy be included in the CAR/SAM Air Navigation Plan; and d) request that the States/International Organizations that form part of the ATM Automation Development Task Force, to designate an expert to participate in this work.	GREPECAS ATM/CNS/SG and States/Territories/ International Organizations	Consider participating in the works of the ATM Automation Development Task Force.	- - -	To note.

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CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 11/54 REGIONAL ACTION ON COORDINATED POSITIONS ON CNS ISSUES AT THE AN-CONF/11</p> <p>That,</p> <p>a) Brazil, Colombia and COCESNA be urged to assume the responsibility of centralizing the development and coordination of the common positions of CAR/SAM States/International Organizations on Agenda Items 5 (Brazil), 6 (Colombia) and 7 (COCESNA) of the AN-Conf/11;</p> <p>b) through the GREPECAS mechanisms and the ICAO NACC and SAM Regional Offices, coordination be made with States designated in a) above with the aim of contributing to the development of the aforementioned common, coordinated positions of CAR/SAM States; and</p> <p>c) States designated in a) above be urged to circulate the draft papers on the regional position to be adopted at the AN-Conf/11 to the remainder CAR/SAM States/International Organizations through the Regional Offices, with a view to developing papers with common national positions that may be presented on behalf of the CAR/SAM States/International Organizations.</p>	Brazil, Colombia and COCESNA	Follow-up to the results of this conclusion.	Valid	Follow-up
<p>CONCLUSION 11/55 ACTION PLAN FOR THE RESOLUTION OF AIR NAVIGATION DEFICIENCIES</p> <p>That States/Territories, with a view to resolving their respective air navigation deficiencies, especially those that might have a negative effect on safety aspects,</p> <p>a) urgently develop and implement an Action Plan, based on the format presented in the Appendix E, for each deficiency complying with the requirements established in the Air Navigation Plan FASID and the SARPs, specifying the corrective measures, the completion date, as well as assigning the necessary resources;</p> <p>b) inform ICAO, through the Regional Offices, on the Action Plan referred to in item a) above, no later than 30 April 2003, including any difficulties encountered; and</p> <p>c) consider establishing multinational agreements and international co-operation projects to contribute to resolving the deficiencies in the air navigation fields.</p>	States/Territories /International Organizations	This issue will be dealt with under Agenda Item 2.2 (WP/03). An Action Plan is urgently required.	Valid	Take action urgently

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>DECISION 11/56 ASB PROJECT OUTLINE FOR THE COMMITMENT OF RESOURCES TO THE CORRECTION OF DEFICIENCIES</p> <p>That,</p> <p>a) the Secretary of GREPECAS adopt the ASB Project Outline for the Commitment of Resources to the Correction of Deficiencies in Air Navigation Services included in Appendix F to this part of the Report, to determine the priority for the commitment of resources to correcting “Urgent” deficiencies; and</p> <p>b) the ASB members assign a safety priority rating by completing Section 2 of the above form for all the “Urgent” deficiencies and submit these to the ASB Secretary by 30 April 2003.</p>	<p>ICAO</p> <p>ASB</p>		<p>Finalized</p> <p>Finalized</p>	<p>Note</p> <p>Note</p>
<p>DECISION 11/58 PROPOSALS FOR REGIONAL PROJECTS TO CORRECT AIR NAVIGATION DEFICIENCIES.</p> <p>That,</p> <p>a) GREPECAS contributory bodies identify and propose the implementation of Technical Co-operation Projects and Special Implementation Projects or other appropriate means to help correct deficiencies in their respective air navigation fields in the CAR/SAM Regions; and</p> <p>b) the Secretary of GREPECAS, the ACG and ICAO Regional Offices follow-up the Action Plans of the States/International Organizations, as well as the proposals for implementation of the projects mentioned in item a) above.</p>	<p>GREPECAS</p> <p>ICAO</p>		<p>Valid</p> <p>Valid</p>	<p>Take action</p> <p>Note</p>
<p>CONCLUSION 11/60 SECOND CAR/SAM REGIONAL WORKSHOP ON AERONAUTICAL METEOROLOGY SERVICES COSTS RECOVERY</p> <p>That ICAO, in close coordination with the WMO, organize and hold, as soon as possible, the Second Regional Workshop on aeronautical meteorology services costs recovery.</p>	ICAO	The Council, at the 5 th meeting of its 169 Session May 2003, in considering the report, requested the Secretary General to invite the World Meteorological Organization to consider holding this second workshop in coordination with ICAO. The invitation was sent to WMO last June 2003.	Ongoing	Follow-up

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
<p>DECISION 11/62 INCLUSION IN THE FASID OF MULTINATIONAL FACILITIES/SERVICES IMPLEMENTED IN THE CAR/SAM REGIONS</p> <p>That the Institutional Aspects Task Force, as part of its work programme, study the most appropriate way of presenting the multinational facilities/services in the FASID, in order to facilitate their identification and description and the processing of future amendments, using as a reference the preliminary multinational communication system format shown in the Appendix P to this part of the Report.</p>	Institutional Aspects Task Force		Valid	Note
<p>CONCLUSION 11/63 URGENT ACTION BY STATES TO COMPLETE WGS-84 IMPLEMENTATION IN THE CAR/SAM REGIONS</p> <p>That the CAR/SAM Region States which have not yet done so:</p> <p>a) adopt urgent actions in order to finalize the WGS-84 implementation programme as well as the publication of their information, including all points of WGS-84 coordinates established in RNAV procedures, and</p> <p>b) inform the ICAO NACC and SAM Regional Offices, on actions mentioned in paragraph a) above, as well as on any difficulty found in the implementation and publication of information on WGS-84 coordinates.</p>	Sates/Territories	There are different activities in CAR/SAM regions in order to finalize the WGS-84 implementation programme	On going	Take note and follow up
<p>CONCLUSION 11/66 COMMITMENT BY STATES TO THE GREPECAS CONTRIBUTORY BODIES</p> <p>That States/Territories/International Organizations;</p> <p>a) commit to actively support the work of the GREPECAS Contributory Bodies by enabling their appropriate personnel to contribute to the work and attend the meetings, as required; and</p> <p>b) confirm their attendance, or regrets, to the ICAO Regional Offices in a timely manner to ensure meetings are not cancelled or postponed due to the lack of registered interest in participation.</p>	States		Finalized	Note
<p>CONCLUSION 11/69 TRANSITION PLAN FOR FINAL PHASE OF WAFS IN THE CAR/SAM REGIONS</p> <p>That States adopt the Transition Plan to implement the final phase of WAFS in the CAR/SAM Regions as included in Appendix B to this part of the Report.</p>	States/Territories	The tasks to support transition to the final phase of WAFS was updated as indicated in Appendix E of the AERMETSG/6 meeting draft report held 23-27 June 2003.	Ongoing	Follow-up

CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS	REQUIRED ACTION
CONCLUSION 11/70 REQUIREMENTS FOR SWM CHARTS FOR THE CAR/SAM REGIONS Since there are no requirements for significant weather medium-level charts, the Washington WAFS will not produce SWM charts for limited areas of the CAR/SAM Regions.	States/Territories	The issue of the provision of SWM will be examined from the global perspective by the 1 st WAFS Operations Group (WAFSOPSG/1) meeting which will be held in Peru, November 2003.	Completed	Follow-up
CONCLUSION 11/71 PROCUREMENT OF WAFS WORKSTATIONS IN THE CAR/SAM REGIONS. That States are required to: a) procure new workstations taking into account technical functional specifications as provided by WAFS Washington as included in Appendix C to this part of the Report, in order to comply with the Transition Plan for the Final Phase of WAFS; and b) obtain a maintenance service agreement to support the operation of the WAFS workstation.	States/Territories	There is an ongoing effort by the World Meteorological Organization (WMO) to assist with the acquisition of workstations for the WMO RA-III and IV.	Ongoing	Follow-up
CONCLUSION 11/72 TRAINING FOR WAFS WORKSTATIONS a) that the AERMETSG WAFS Task Force, in consultation with the WAFS Washington, identify the level of training required to operate new workstations; b) that the WAFS Washington Provider State arrange for appropriate training to operate workstations; and c) that States establish an appropriate training programme for MET personnel for the operation of the WAFS workstation to make full and proper use of GRIB and BUFR codes.	States/Territories	The Council, at the 5 th meeting of its 169 Session May 2003, in considering the report of the meeting, requested the Secretary General to invite the World Area Forecast Center Washington Provider State to organize appropriate training, in coordination with the WMO and the ICAO.	Ongoing	Ongoing

APPENDIX D

Executive Summary of the Recommendations/Conclusions/Decisions of the CAR/SAM Regional and CAR Subregional Meetings

ITEM	FIELD	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS								
			CAR/SAM		NAM/CAR	CAR					
			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
						C/CAR/WG	C/CAR/DCA	MEVA	E/CAR/IWG	E/CAR/DCA	DGAC CAP
1	2	3	4	5	6	7	8	9	10	11	12
1	GEN										
1.1		Solution to air navigation services deficiencies The review and update of existing deficiencies in the AGA, AIS/MAP, ATM, CNS, MET and SAR fields is kept, urging the States/International Organizations to make every effort in order to solve them.	4/1 13/19	10/59 10/60 11/55 11/58	1/20	1/4 1/9 1/20 1/30 2/8 2/19	5/3 5/8 5/22 5/32		24/21 25/9 25/10 25/21 25/32	16/14 17/7	85/6
1.2		Implementation of the requirements established in the CAR/SAM ANP The follow-up to the implementation of the requirements established in the FASID on the air navigation fields AGA, AIS/MAP, ATM, CNS, MET and SAR, as well as the relevant amendments is needed.	7/9 7/8 8/1 8/2 8/4 9/2 9/13 9/21 10/2 11/3	9/15 10/5 10/21 10/31 10/41		1/18 1/19 1/29 2/7 3/9 3/12	5/16 5/21				88/12
2	AGA										
2.1		Aerodrome Certification States were urged to implement aerodrome certification in order to comply with the new SARPs no later than 27 November 2003.		10/44 10/45 10/46 11/11		1/5 2/18	5/4			16/16	88/2

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			CAR/SAM		NAM/CAR	CAR					
			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
1	2	3	4	5	6	7	8	9	10	11	12
2.2		Aerodrome Maintenance Programmes States were urged to ensure that the aerodromes operators implement and keep aerodrome maintenance programmes in order to contribute with aircraft operations safety in runways, taxiways and aprons.	4/13	10/43 11/9							
2.3		Bird Hazard National and Regional Committees States were urged to establish and keep Bird Hazard National Committees. It is also intended to establish a CAR/SAM Regional Bird Hazard Prevention Committee to deal with the relevant regional problems.	4/10	10/48 11/7			4/7				85/7
2.4		Runway Incursions. States were urged to gather and compile reports on aerodromes operators, air traffic services and aircraft operators runway incursions incidents in order to analyze and prevent their negative impact on operational safety.		10/47 11/8						16/17	
3	AIS/MAP										
3.1		Aeronautical Information Services and Aeronautical Charts Automation States/International Organizations of the CAR Region have been urged to implement an Integrated AIS/MAP Automated System in order to meet the operational requirements of the CNS/ATM Systems through the transition of the current AIS manual systems towards a totally automated and integrated AIS/MAP environment, which design is based on common procedures and standardized formats, especially AIS/MAP Data Bases Systems.	12/7	8/5 10/51 10/54	1/16	1/8 2/16 3/4	4/13 5/7		22/5 23/11 26/7 26/8		85/15 88/6

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			CAR/SAM		NAM/CAR	CAR					
			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
1	2	3	4	5	6	7	8	9	10	11	12
3.2		Implementation of AIS/MAP Quality System States/International Organizations of the CAR Region were urged to implement as soon as possible an AIS/MAP Quality System, so that the system allows quality assurance of the Aeronautical Information/Data for Global Air Navigation in order to provide AIS/MAP services with a high quality level of its products.	12/1		1/16	1/8 2/16 3/4	4/14 5/7		26/7		85/16 88/8
3.3		Total implementation of WGS-84 In the CAR Region, the lack of total implementation of WGS-84, as a Common Geodetic Reference for Global Air Navigation, affects the development of strategies for the progressive introduction of requirements concerning the implementation of Area Navigation (RNAV) as part of the future implementation of the Global Navigation Satellite System (GNSS) and the Regional CNS/ATM Transition Plan among others.	12/6	10/49 10/55 10/56 10/57 11/63	1/16	1/7 2/17 3/2	4/16 5/6		22/7 24/24 25/20 26/10	16/9	85/17 86/1 86/2 86/4 87/3 88/4 88/5
4	ATM										
4.1		Implementation of RNAV Routes States/International Organizations have been urged to continue the implementation of RNAV routes affecting the CAR Region. This implementation would require an amendment to the CAR/SAM ANP Volume I, Basic (Doc 8733), which has been suggested through GREPECAS.	5/15 5/16 5/22 5/23	8/10 8/11 10/10 11/21	1/10	1/10	4/9 5/9		24/27 24/28 25/1		88/10
4.2		Implementation of Required Navigation Performance (RNP) States/International Organizations have also been urged to implement RNP.	5/23 10/17	8/32 10/13 10/14	1/10						

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			CAR/SAM		NAM/CAR	CAR					
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1	2	3	4	5	6	7	8	9	10	11	12
4.3		Implementation of Reduced Vertical Separation Minimum of 300 mts GREPECAS has urged the States/Territories and COCESNA to implement RVSM in the respective Flight Information Regions through an implementation programme by steps, and using an implementation framework adopted by GREPECAS/10.	5/27 5/28 5/29 5/31 11/23 11/25 11/29	8/14 10/11 10/13 10/14	1/11	2/2 3/6			25/6 26/5		
4.4		ATS Contingency Plans GREPECAS has urged the States/Territories/International Organizations to review the contingency plans among adjacent ATS units developed for the Y2K rollover and to adopt them for any event that might affect the provision of ATS and related services.		10/8	1/19	2/4	4/8		20/2 20/3 24/4 25/3 26/4		85/8 87/8
4.5		ATS Quality Assurance Programmes GREPECAS has urged the States/Territories/International Organizations to use the "CAR/SAM Regional Guidance Material for Air Traffic Services Quality Assurance Programmes" adopted by GREPECAS/10.	5/37 5/38	10/18 10/58	1/8	2/5			25/6 26/5		84/6 88/3
4.6		Civil/Military coordination and interception of civil aircraft The CAR/SAM/3 RAN urged the States to establish appropriate civil/military coordination bodies to ensure the coordination of the decisions regarding civil and military problems on airspace management, air traffic control and measures to prevent the unnecessary interception of civil aircraft.	5/6 5/7 5/8 5/11 5/12			1/17	5/15				

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			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
1	2	3	4	5	6	7	8	9	10	11	12
5	CNS										
5.1		Support to ICAO position at the ITU's WRC-2003. Support ICAO position at the ITU's WRC-2003 to defend the interests and needs of radio frequency spectrum for civil aviation.		9/1 9/2 10/19 11/39	1/13	2/6	5/29				88/11
5.2		Development and interconnectivity of regional digital networks. It is intended to complete the implementation and management of regional networks CAMSAT, E/CAR and MEVA of the CAR Region, to attain the interconnectivity with South American REDDIG network in order to achieve the complete implementation and improvement of the required AFS circuits and to facilitate the backbone support for the implementation of ATN.	9/1 13/29 13/30	10/2 10/25 10/26 10/27 10/28				8/13 8/14 8/15	23/19 23/20 24/11 25/11 25/12 25/13 26/11 26/12	16/12 17/4	
5.3		Improvement of and compliance with the required VHF/HF AMS coverage. It is required to complete and improve VHF and HF air-ground communications coverage, especially by continuing the implementation and improvement of VHF and HF stations to serve Curacao, Kingston, Piarco and CENAMER FIRs.	9/21 10/2 10/6	10/29		1/21 1/22 1/23 2/9 2/10 3/10	5/17				88/15

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			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
C/CAR/WG	C/CAR/DCA	MEVA				E/CAR/WG	E/CAR/DCA	DGAC CAP			
1	2	3	4	5	6	7	8	9	10	11	12
5.4		Transition from AFTN to ATN. Implementation of ATN ground portion. Most circuits and AFTN Centres have been implemented in accordance with the requirements established in the CAR/SAM ANP. It is necessary to improve the circuits and AFTN centres pending and to continue the transition and the development for the implementation of the ground portion of ATN.	9/2 9/3 9/4 9/5 9/6 9/13	10/20 10/21 10/22 10/23 10/24 11/41		1/24 2/11 3/11	5/18	7/6 7/9 8/6 8/8 8/9	25/14		88/16
5.5		GNSS Implementation. States/International Organizations pretend to continue actions towards GNSS planning and implementation in the Region. Among these actions, it is necessary to update and publish national legislations/regulations authorizing the use of GNSS.	10/1 10/2 10/6	10/32 11/44 11/45 11/46		1/25 1/26 2/12	5/19		25/15 25/11		88/17 88/18
5.6		Radar data exchange. It is intended to develop radar data sharing among ATC units in order to improve radar service. States/International Organizations are urged to consider the initial regional guidelines on radar data sharing developed by GREPECAS.	11/4 11/5	10/33 11/47		1/27 1/28 2/13 2/14	4/11 5/20		24/13 24/14 25/16 26/13		84/5 85/14 88/19

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			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
C/CAR/WG	C/CAR/DCA	MEVA				E/CAR/WG	E/CAR/DCA	DGAC CAP			
1	2	3	4	5	6	7	8	9	10	11	12
6	MET										
6.1		Significant Weather Charts (medium level) (SWM) for the CAR/SAM Regions In view that there are no significant weather charts medium level requirements, Washington WAFC will not produce SWM maps for limited zones of the CAR/SAM Regions.		10/34 11/70							
6.2		Maintenance of WAFS equipments and systems That States acquire a new workstation considering the technical functional specifications in accordance with the information provided by Washington WAFC. That a maintenance service contract be obtained in order to support the operation of the workstation of the WAFS.		10/35 11/71 1/17	1/17						
6.3		Communication problems regarding OPMET information exchange The COM/MET SIP Phase I (Central America and Mexico) detected communication problems, there are also some problems affecting OPMET information exchange in the rest of the CAR Region. In order to solve these problems, the adoption of relevant actions by States / Territories / International Organizations is required.	8/3	9/5 9/6 10/36		1/33	5/25				
6.4		COM/MET Special Implementation Project (SIP) As a result of the actions carried out by the NACC Regional Office and the Air Navigation Commission, ICAO Council also approved the communications/aeronautical meteorology special implementation project (COM/MET SIP) for the CAR Region, comprising Central and Eastern Caribbean, which will be held as at end September 2002.		9/7 10/37 1/18	1/18						

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1	2	3	4	5	6	7	8	9	10	11	12
7	MCI/SAR										
7.1		Regional Response Plan to Mass Casualty Civil Aviation Incidents. States have agreed upon actions to develop a Response Plan for Mass Casualties Incidents in the Caribbean.			1/27		4/12 5/31			16/18 17/3	
7.2		Search and Rescue (SAR) Agreements among States States/Territories/International Organizations have been requested to develop a SAR Plan for the CAR Region including the necessary procedures and resources for effective SAR services provision.	6/3 6/4 6/5 6/7 6/8 6/11 6/12		1/26		3/14 5/30			16/3 17/1 17/2	