



Agenda Item 1: General matters

**REVIEW OF THE OUTSTANDING CONCLUSIONS/DECISIONS OF THE GROUP
AND OF THE NACC/DCA/1 MEETING**

(Presented by the Secretariat)

SUMMARY

This working paper suggests the review and definition of the status of the conclusions of the C/CAR WG/1, C/CAR WG/2 and NACC/DCA/1 Meetings corresponding to the Group.

References:

- Report of the First Central Caribbean Working Group Meeting (C/CAR WG/1), Mexico City, Mexico, 19–23 February 2001.
- Report of the Fifth Meeting of Directors of Civil Aviation of the Central Caribbean, Montego Bay, Jamaica, 21-24 May 2001.
- Report of the Second Central Caribbean Working Group Meeting (C/CAR WG/2), Pétion Ville, Haiti, 18-22 February 2002.
- Report of the First North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/1), Grand Cayman, Caiman Islands, 8-11 October 2002.

1. Introduction

1.1 The status of the conclusions and decisions of the First and Second C/CAR WG Meetings 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 are included in **Appendix B** to this paper. **Appendix C** presents the main working guidelines agreed upon by the aforementioned meeting through its Conclusion 1/1.

2. Suggested Action

2.1 The meeting is invited to review the contents of this working paper and to examine and update the status of the aforementioned outstanding conclusions and decisions.

2.2 Likewise, it is suggested to:

- a) take into account the main working guidelines arising from the NACC/DCA/1 meeting through its Conclusion 1/1, in view that these guidelines include many of the conclusions developed by the C/CAR Working Group regarding the guidance of the development of the air navigation systems; and
- b) evaluate the possibility of considering the conclusions of the Group mentioned in item a) above, as replaced.

**REVIEW OF OUTSTANDING C/CAR WG CONCLUSIONS AND DECISIONS
REVIEWED BY THE DIRECTORS OF CIVIL AVIATION**

CONCLUSIONS

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 1/7 agreed as: CONCLUSION 5/6 TOTAL IMPLEMENTATION OF WGS -84 IN THE CENTRAL CARIBBEAN STATES / TERRITORIES That Central Caribbean States / Territories: a) establish Technical Cooperation Agreements to complete the WGS -84 System Implementation and coordinate the common points of the adjacent FIRs determination in the WGS-84 System for later publication; and b) publish their coordinates in their corresponding AIP regarding its effective application by users and to complete the establishment of WGS -84 System.	States/ Territories	Some States have started the concerning coordination to establish common points in the adjacent FIRs. The States that have faced difficulties or have not been able to coordinate information with adjacent State(s) should inform the ICAO NACC Office in order to mediate coordination and necessary agreements. The urgent publication of the WGS-84 information is required as mentioned in b)	In process	Take note and follow-up
CONCLUSION 1/8 agreed as: CONCLUSION 5/7 AIS INTEGRATED AUTOMATION SYSTEM That C/CAR States / Territories: a) implement the AIS Automation Plan (AISAS) for the C/CAR area; b) implement the AIS Quality System Plan, developed from the plan mentioned in a) above; and c) present progress on the status of its implementation to the NACC Regional Office, by 31 August 2001 at the latest.	States / Territories	Cuba continues making important progress in the implementation of the AIS Automation Plans and the AIS/MAP Quality System. Aeronautical Authorities are encouraged to increase efforts to complete the implementation of the mentioned plans. Panama has started the development of an AIS Automation process which will be available upon request. The meeting should agree on a new date to submit the requirements mentioned in c).	In process	Take note and follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 1/9 agreed as: CONCLUSION 5/8 ATTENTION TO AND SOLUTION OF SHORTCOMINGS AND DEFICIENCIES IN CENTRAL CARIBBEAN STATES That C/CAR States / Territories establish the activities and mechanisms intended to solve, as soon as possible, the AIS/MAP Shortcomings and Deficiencies.	States / Territories	The Aeronautical Authorities are encouraged to take actions toward the solution of the AIS/MAP deficiencies in benefit of air navigation safety, keeping the ICAO NACC Regional Office informed on actions developed. States/Territories are encouraged to implement the AIS/MAP Quality System as a via that would contribute to the elimination of AIS/MAP Deficiencies.	In process	Take note and follow-up.
CONCLUSION 1/10 agreed as: CONCLUSION 5/9 USE OF MINIMUM LONGITUDINAL SEPARATION OF 10 MINUTES AND/OR 80 NM RNAV IN THE CARIBBEAN REGION That, a) Central Caribbean States that have not yet done so, take the necessary measures to implement, on the AIRAC date 12 July 2001, the minimum longitudinal separation of 10 minutes and/or the 80 NM RNAV*; b) review and update the operational letters of agreement in force between the interested ACCs, bearing in mind the safety levels to be maintained when applying said separation; and c) that this implementation be carried out by means of bilateral contacts and/or by using the good offices of the NACC Regional Office of ICAO. * <i>The Mach number technique will be applied in order to ensure the minimum longitudinal separation. RNAV separation will be applied to those aircraft that are equipped with this capacity.</i>	States / Territories States / Territories States / Territories / ICAO	States are encouraged to implement the minimum longitudinal separation of 10 minutes and review operational letters of agreement as indicated The total implementation of the 10 minute and/or 80 NM RNAV longitudinal separation in some FIRs or segments of the ATS routes in the Central Caribbean is seriously affected by the decision made by Venezuela, Brazil and San Juan to use 15 minute or greater longitudinal separation. This affects some of the Central Caribbean FIRs such as: Curaçao, Kingston, Port-au-Prince and Santo Domingo who even though they are able to use 10 minute and/or 80 NM RNAV longitudinal separation, they cannot do so because of the aforementioned reasons. The IATA delegate expressed to the Meeting that lack of applying the 10 minute and/or 80 NM RNAV longitudinal separation is significantly affecting the airlines, therefore a fast solution to this	Ongoing It is expected that the Rapporteur of the ATS Task Force submits a Report in order to determine if this Conclusion has been Finalized.	Note and Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
		<p>problem is requested.</p> <p>The C/CAR WG/2 Meeting felt that in order to accomplish the definitive 10 minute and/or 80 NM RNAV longitudinal separation standard it is required that the ICAO NACC Regional Office urge Brazil, Venezuela and the United States to take appropriate action that allows the application of this separation standard as soon as possible. This situation requires that the Working Group follow this up in more detail during the next Meeting, together with the information that IATA, the Secretariat and affected States / Territories provide.</p>	<p>During the AP/ATM/4 it was informed that this situation had been resolved; therefore it is considered to be Finalized (AP/ATM Conclusion 3/12)</p>	

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 1/12 agreed as: CONCLUSION 5/10 ESTABLISHMENT OF ATS INCIDENT INVESTIGATION COMMITTEES/TEAMS AND TRACKING PROCESS IN STATES / TERRITORIES OF THE CENTRAL CARIBBEAN</p> <p>That, States / Territories of the Central Caribbean</p> <p>a) establish ATS Incident Investigation Committees/Teams as soon as possible to deal with the problem of ATS incidents in an effort to investigate the cause, make recommendations to prevent the incidents from recurring and conduct a trend analysis;</p> <p>b) establish an annual ATS incidents tracking process; and</p> <p>c) implement the above no later than 1 September 2001 and advise the ICAO NACC Regional Office when said committee and tracking process are established.</p>	States / Territories	States are encouraged to implement it. No information has been notified to the ICAO NACC Regional Office	Ongoing	Note and Follow up
<p>CONCLUSION 1/15 agreed as: CONCLUSION 5/13 IMPLEMENTATION OF ACAS II IN THE CENTRAL CARIBBEAN</p> <p>That the Central Caribbean States / Territories take necessary measures to promulgate national regulations to allow them to adopt the International Standard of ACAS II implementation as indicated by Annex 6, Part I, paragraph 6.18.</p>	States / Territories		Ongoing	Note and Follow up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 1/16 agreed as: CONCLUSION 5/14 MANDATORY USE OF PRESSURE ALTITUDE REPORTING TRANSPONDERS</p> <p>That:</p> <p>a) the Central Caribbean States / Territories take necessary measures to promulgate national regulations to allow them to adopt the International Standard to implement the mandatory use of Pressure Altitude Reporting Transponders (SSR Mode C) as indicated in Annex 6, Part I, International Commercial Air Transport – Aircraft, paragraph 6.19; Part II International General Aviation – Aircraft, paragraph 6.13 and Part III, Helicopters, paragraph 4.15; and</p> <p>b) that the ICAO NACC Regional Office prepare a questionnaire and send it to the C/CAR States / Territories in order to obtain information on the status of adoption, publication and implementation of what was mentioned in a) above.</p>	States / Territories	States / Territories are expected to publish their differences in the AIP	Ongoing	Note and Follow up
<p>CONCLUSION 1/17 agreed as: CONCLUSION 5/15 CIVIL/MILITARY COORDINATION FOR THE W-1001 AREA</p> <p>That,</p> <p>a) for the purpose of establishing Civil/Military Coordination in accordance with the Recommendations of the Regional Air Navigation Meeting RAN CAR/SAM/3 that would allow more flexible use of the W-1001 airspace (Kingston, Havana and Port-au-Prince FIRs); the affected States should explore solutions such as the following:</p> <ol style="list-style-type: none"> 1. implementation of a more flexible W-1001 area activation system such as NOTAM, 2. establishment of oral and/or written means of communication to allow civil/military coordination between the United States personnel responsible for W-1001 and some or all of the ACCs affected by this airspace; 3. carry out a joint examination by the States affected by this airspace (Cuba, Haiti, Jamaica and the United States) in order to validate its present use and determine the proper size for its joint use; <p>b) that the Central Caribbean ATS Routes Task Force, as part of its work, includes the review of all matters related with the establishment of new ATS routes in the W-1001 area, taking into account the RNAV routes</p>	United States, Cuba, Haiti and Jamaica	<p>United States changed in 2001 the activation system of W-1001 area to NOTAM and actions were implemented to establish oral means of communication through Miami ACC to allow Civil/Military Coordination</p> <p>United States informed the C/CAR WG/2 Meeting that it is foreseen to hold in 2003 a study on behalf of military authorities of the United States regarding W-1001. The Meeting was of the opinion that the part corresponding to the joint study of this airspace from the affected States: Cuba, Haiti, Jamaica and the United States was still to be carried out.</p>	<p>Ongoing</p> <p>The Task Force Rapporteur is expected to inform on the progress obtained.</p>	Note and follow up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
c) trials that are being carried out in this area; and the States affected keep the ICAO NACC Regional Office informed of agreements and achievements reached under a) above				
<p>CONCLUSION 1/18 Agreed as:</p> <p>CONCLUSION 5/16 AMENDMENTS TO AND IMPLEMENTATION OF THE REQUIREMENTS EXPRESSED IN CNS TABLES 1A AND 1B OF THE CAR/SAM ANP- FASID RELATED TO THE STATES / TERRITORIES OF THE CENTRAL CARIBBEAN</p> <p>That,</p> <p>a) the ICAO NACC Office follow up on the proposals to amend Table CNS 1A - <i>AFTN Plan</i>, as well as Table CNS 1C - <i>ATS Direct Speech Circuits Plan</i>, both of FASID ANP CAR/SAM, as shown in Appendixes A and B respectively; and</p> <p>b) States / Territories establish pertinent bilateral or multilateral arrangements so as to properly implement all the AFTN circuits requirements and ATS direct speech circuits required in accordance with the CNS Tables referred to in a) above.</p>	<p>NACC Office</p> <p>States / Territories</p>	<p>The NACC Office channelled the amendment through GREPECAS.</p> <p>The Aruba/Caracas and Cayman Islands/Kingston AFTN circuits are improving. Also, some ATS speech circuits need improvement and implementation.</p>	<p>Finalized</p> <p>On-going</p>	<p>Follow-up</p>

CONCLUSION		ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 1/22 CONCLUSION 5/17	Agreed as: REVIEW OF THE VHF AIR-GROUND VOICE COMMUNICATIONS COVERAGE IN THE CENTRAL CARIBBEAN That, States / Territories/International Organizations controlling Central Caribbean airspace provide, a) the ICAO NACC Regional Office information on their respective VHF air-ground voice communications stations according to the form shown in Appendix C that should be completed with a maximum period of 60 days; and b) calculated graphic coverage and/or in flight inspection measures.	States / Territories	Information has been received only from Turks and Caicos Islands.	On-going	Follow-up.
CONCLUSION 1/24 CONCLUSION 5/18	Agreed as: GUIDANCE ON THE TRANSITION PLAN FROM AFTN TO AMHS IN THE CENTRAL CARIBBEAN That the C/CAR States / Territories: a) review and improve the AMHS requirements included in the CNS 1B part of the FASID table and formulate the relevant proposals for amendments; b) delay the acquisition of any system related to ATN/AMHS while a AFTN-ATN/AMHS transition plan is established consistent with the coordination with the neighboring areas of the CAR/SAM Region and the completion of corresponding SARPS; and c) study the specific C/CAR needs for technical training concerning ATN/AMHS in keeping with the studies carried out by the GREPECAS Human Resources Subgroup.	States / Territories	States / Territories are expected to review the requirements formulated in these tables.	On-going	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 1/26 Agreed as:</p> <p>CONCLUSION 5/19 PUBLICATION/UPDATE OF NATIONAL LEGISLATIONS/ REGULATIONS THAT APPROVE THE USE OF GNSS</p> <p>That States / Territories/International Organizations of the Central Caribbean and neighboring areas:</p> <ul style="list-style-type: none"> a) publish or update an AIC on their legislations/regulations authorizing the use of GNSS in their corresponding air space for its operations in terminal and en route area as the sole/primary/supplementary navigation means, and also specifying equipment, certification and training requirements; b) update the resulting information of a) above in the Table shown in Appendix D; c) consider the results of the CAR/SAM/3 RAN Meeting, the conclusions and recommendations of GREPECAS and the GNSS SARPs as well as any other guidance material in order to review the implementation plans of the GBAS and SBAS augmentation systems that are related to the Central Caribbean; d) recommend that States / Territories/International Organizations that have already established the operational use of the GNSS, exchange information of the operational experiences in their airspace with the rest of the States / Territories/International Organizations of the Central Caribbean and its adjacent areas; and e) consider the possibility of participating in the ICAO CAR/SAM Project RLA/00/009 – <i>Regional GNSS Augmentation Test</i>. 	States / Territories/ International Organizations	After the C/CAR/WG/1 Meeting, Bahamas and Jamaica have also published their respective legislations/ regulations.	On-going	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 1/28 Agreed as: CONCLUSION 5/20 RADAR DATA SHARING IN THE CENTRAL CARIBBEAN That C/CAR States / Territories/International Organizations take actions to: a) start arrangements for bilateral and/or multilateral agreements among the States / Territories/International Organizations of the Central Caribbean and neighbors in order to facilitate the implementation of secondary surveillance radar in a cost-effective manner; and b) consider the experience that may arise from other agreements related to Radar data sharing among States from the NAM, CAR and SAM Regions.	States / Territories	It is expected that the Working Group continue the study and follow-up of this conclusion.	On-going	Follow-up
CONCLUSION 1/29 agreed as: CONCLUSION 5/21 UPDATING OF FASID TABLES MET 2 AND MET 2A That the C/CAR Working Group, a) review, in coordination with the MET people concerned, the corresponding parts of the FASID Tables MET 2 and MET 2A of the FASID CAR/SAM, in order to ensure that they be kept up to date; and b) present to the ICAO NACC Regional Office the proposals duly documented for additions and deletions, making use of the form included in Appendix E to the Report on this Agenda Item.	C/CAR/WG/ States/ Territories/ ICAO NACC Office	The C/CAR/WG is expected to start the review of these Tables to ensure that the exchange is made in accordance with requirements of Table MET 2 and MET 2A. This matter will be discussed under Agenda Item 6.	On-going	Follow-up
CONCLUSION 1/30 agreed as: CONCLUSION 5/22 MET SHORTCOMINGS AND DEFICIENCIES IN THE C/CAR REGION That the C/CAR Working Group, a) update, in coordination with MET specialists, the list of shortcomings and deficiencies shown in Appendix F and propose corrective actions; and b) submit the results to the next Meeting of Directors of Civil Aviation of the C/CAR Region.	C/CAR/WG and ICAO NACC Office	The C/CAR/WG in coordination with NACC Office should update the list of deficiencies as soon as possible and submit results to the next ICAO C/CAR DCAs Meeting.	On-going	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 1/31 agreed as: CONCLUSION 5/23 TRAINING FOR MET/ATS/CNS/AIS/SAR PERSONNEL</p> <p>That,</p> <p>a) the Directors of Civil Aviation of the C/CAR organize, in coordination with the MET authorities, a series of training activities for ATS/CNS/AIS/SAR and aeronautical meteorological personnel covering the following issues:</p> <ol style="list-style-type: none"> 1) operational coordination procedures concerning the provision of aeronautical MET service; 2) respective roles and responsibilities of ATS/CNS/AIS/SAR units and meteorological offices in the provision of aeronautical MET service; and 3) 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/ICAO NACC Office	States / Territories are encouraged to make the best efforts and seek CAR/SAM Technical co-operation regional projects assistance. It is required that States / Territories in capacity and consent provide their help. Seek WMO Regional Director and ICAO RO's concerned support to the Project with financing and/or contribution in kind.	RO/MET visited the Aeronautical Weather Center (AWC) in Kansas, MO, USA and contributed to the proposal to train personnel in the CAR/SAM Regions. ICAO is also coordinating with WMO this need.	Follow up
<p>CONCLUSION 1/32 agreed as: CONCLUSION 5/24 IMPLEMENTATION OF THE INTERNATIONAL PROCEDURES TO ISSUE SIGMET, ASHTAM AND/OR NOTAM RELATED TO VOLCANIC ASH</p> <p>That,</p> <p>a) the authorities responsible for the Central Caribbean FIRs make full use of the international procedures shown in Appendix C for the issuance of SIGMET, ASHTAM and/or NOTAM related to volcanic ash;</p> <p>b) local measures be implemented to minimize the consequences of volcanic ash phenomena for airport operations; and</p> <p>c) contingency procedures on volcanic ash activity be included in the ATS contingency and airports emergency plans.</p>	States / Territories	MWO should review the local procedures for the issuance of SIGMETs and control on a regular basis to ensure correct elaboration of SIGMETs and their dissemination in accordance with the requirements of Table MET 3, Part II.	The SIP COM/MET concluded last October 2002 for the Central Caribbean and these procedures are amongst the recommendations formulated by the expert.	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<p>CONCLUSION 1/33 agreed as: CONCLUSION 5/25 OPMET INFORMATION EXCHANGE IN C/CAR STATES</p> <p>That,</p> <p>a) the Directors of Civil Aviation of the C/CAR Region implement, as soon as possible, Conclusion 9/6 formulated by the GREPECAS/9 Meeting on the establishment of coordination committees among AIS/ATM/CNS/MET/SAR units; and</p> <p>b) in support of this proposal, submit to the C/CAR WG for action, the established quality control mechanisms for OPMET exchange messages.</p>	States / Territories	Steps shall be taken to ensure a good coordination among the different civil aviation operational units designed to improve OPMET exchange in accordance with requirements of Tables MET 2 and MET 2A.	The SIP COM/MET concluded last October 2002 for the Central Caribbean and amongst the recommendations is the request to establish Letters of Agreement between the concerned units. Periodical control on the exchange of the OPMET information was recommended.	Follow-up
<p>CONCLUSION 2/1 REVIEW AND COMMENT ON THE PROPOSED ATS ROUTE SEGMENTS</p> <p>That the C/CAR States / Territories and International Organizations:</p> <p>a) review the above route segments within their respective governments and with adjacent ATS providers;</p> <p>b) comments will be forwarded to the ATS Routes Task Force Rapporteur no later than 28 May 2002;</p> <p>c) the Rapporteur will consolidate the comments and distribute them back to the States and other interested parties;</p> <p>d) a final recommendation will be presented by the Rapporteur of the ATS Routes Task Force, to the First Caribbean Directors of Civil Aviation Meeting in October 2002.</p>	States, ATS Task Force Rapporteur	<p>1. States are expected to provide the information related to a) and b)</p> <p>2. The information related to routes will be presented to the C/CAR WG/3 (WP/07)</p>	Ongoing	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 2/2 HARMONIZATION OF RVSM IMPLEMENTATION PLANS OF THE UNITED STATES AND GREPECAS The United States and the GREPECAS RVSM Task Force are encouraged to accelerate the harmonization of their corresponding RVSM implementation plans in order to have a seamless ATM airspace between the CAR Region and the domestic airspace of the United States.	United States, GREPECAS RVSM Task Force	This issue is being dealt by the GREPECAS ATM Committee in order to accomplish the harmonization in the RVSM implementation plans 20/01/05 was set as the implementation date at the AP/ATM/4	Ongoing	Follow-up
CONCLUSION 2/3 STANDARDIZED FORMAT FOR LETTERS OF AGREEMENT That C/CAR States / Territories review and update their interfacility ATS Letters of Agreement using the standardized format, shown in Appendix C to this part of the Report, as applicable.	States / Territories	States are expected to update their Letters of Agreement using the recommended format	Ongoing	Follow-up
CONCLUSION 2/4 ATS CONTINGENCY PLANS FOR THE CENTRAL CARIBBEAN That States / Territories/International Organizations of the Central Caribbean: a) update as soon as possible the ATS Contingency Plans for the Flight Information Regions (FIRs) of the Central Caribbean, to the extent possible make bilateral and/or multilateral agreements with those States / Territories/International Organizations who are responsible for neighboring airspaces by using the model shown in Appendix D of this Report; b) present those FIR ATS Contingency Plans to the Informal ATS Contingency NAM/CAR Meeting, which is to be held in the ICAO NACC Regional Office in September 2002; c) convert the ATS Contingency Plans for the FIRs of the Central Caribbean into the basic elements of a Draft Agreement on ATS Contingency for the CAR Region which would be prepared by the Informal Meeting mentioned in b) to be submitted to the First Meeting of the Caribbean Region Directors of Civil Aviation (October 2002); and d) that the Quick Reference Table that will include the FIRs, and the people who should be contacted in case of a contingency as well as a checklist of actions to be taken in each case be drafted. <i>Note: In case that there is more than one territory within a FIR, the ATS Contingency Plan of the FIR should contemplate the National Contingency Plans of such Territories.</i>	States / Territories	1. States are required to update their ATS contingency planning 2. The NAM/CAR ATS Contingency Plan Meeting, which was to be held in the NACC Office in September 2002, was cancelled due to lack of confirmation of attendance of participants. 3. The contingency issues will be presented by the Secretariat during the First Meeting of Directors of the Caribbean for their review and approval. 2711/03 was set as the implementation date at the NACC/DCA/1 (Conclusion 1/19)	Ongoing	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 2/5 ATS QUALITY ASSURANCE PROGRAMMES That the Central Caribbean States / Territories, a) adopt the CAR/SAM Regional Guidance Material on ATS Quality Assurance Programmes, approved by GREPECAS/10, for the implementation of ATS Quality Assurance Programmes in their corresponding Administrations; and b) send ATM experts to the Spanish language ATS Quality Assurance Workshop, to be held in El Salvador in June 2002.	States / Territories	1. States are expected to use the Quality Assurance Material in order to expand their own programmes. 2. The ATS Quality Assurance Workshop was held in San Salvador from 17 to 21 June 2002.	Ongoing	Follow-up
CONCLUSION 2/6 ADDITIONAL COORDINATION TO SUPPORT ICAO's POSITION AT ITU's WRC-2003 That States, a) nominate an expert in aeronautical telecommunications as soon as possible in order to coordinate actions before and during the WRC-2003 directly with ICAO CNS specialists and with the national spectrum administration entity, and in order to participate in the mentioned conference to accomplish efficient coordination for the adequate defense of ICAO's position; and b) send communications to the ICAO Regional Office and to the national spectrum administration entity informing the name and communication facilities of the expert mentioned in a).	States / Territories	Nominations have been received from very few States; it is required to continue the follow-up.	Ongoing	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 2/7 REVIEW AND UPDATE THE STATUS OF IMPLEMENTATION OF THE REQUIREMENTS CONTAINED IN THE FASID CNS TABLES: CNS2A, CNS 3 AND CNS4A That through the ICAO Regional Office, C/CAR States / Territories review and update the implementation status of the requirements contained in the FASID Tables CNS: CNS2A, CNS 3 and CNS4A del FASID, and to inform the results to the Regional Office before 1 June 2002.	States / Territories and ICAO NACC Regional Office	Cuba sent an answer on this issue providing its information.	Ongoing	Follow-up
CONCLUSION 2/8 REVIEW AND UPDATE THE STATUS OF IMPLEMENTATION OF CNS DEFICIENCIES That through the ICAO Regional Office, the C/CAR States / Territories who have deficiencies listed in the CNS table, review and update the status of implementation/solution of the CNS Deficiencies and inform the Regional office before 1 June 2002.	States / Territories and ICAO NACC Regional Office	Some States / Territories have sent answers on this issue	Ongoing	Follow-up
CONCLUSION 2/9 RE-SEND TO STATES / TERRITORIES THE INFORMATION FORM ON VHF/AMS STATIONS Through the ICAO Regional Office it was agreed to: a) re-send to C/CAR States / Territories the information form of VHF/AMS Stations on the Area Control and Approach Services in order to receive responses prior to 1 June 2002; b) emphasize the need, objective and importance of receiving the information requested in a) above; and c) emphasize to airspace users that it is important to notify the deficiencies detected in the VHF/AMS/ communications coverage to States / Territories who provide the service and to the ICAO Regional Office.	States / Territories and ICAO NACC Regional Office	Aruba, Cayman Islands, Cuba, Dominican Republic, Haiti and Jamaica sent answers on this issue	Ongoing	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 2/11 CONTINUANCE OF ATN DEVELOPMENTS IN THE CENTRAL CARIBBEAN That, a) the MEVA Technical Management Group (TMG) reviews the ATN implementation plan in the Central Caribbean, integrating and mentioning the required ATN elements of the plan, in accordance with the ATN CAR/SAM regional plan that is currently under review by efforts of the GREPECAS, as well as to harmonize it with the Plans of adjacent States / Territories/International Organizations; b) the C/CAR Working Group and the States / Territories/International Organizations continue monitoring the ATN Works that resulted from the actions described in a); and c) States / Territories/International Organizations are urged to send their specialists to the Seminars/Workshops and other ATN training related events that are held in the CAR/SAM Regions, in order to keep them updated with SARPs and guidance for the development and implementation of ATN.	States / Territories	The initial plan is being reviewed as part of the GREPECAS CNS Committee work	Ongoing	Follow-up
CONCLUSION 2/12 FOLLOW UP TO GNSS IMPLEMENTATION IN THE CENTRAL CARIBBEAN That C/CAR States / Territories, a) make sure that the AIS specialists who are handling the WGS -84 implementation as well as the Navigation Specialists maintain a close coordination in the work related to the WGS -84 Implementation; b) follow up the test results of the GNSS augmentation trials that are being carried out in the CAR/SAM Regions, under RLA/00/009 Project; especially the results concerning the Central Caribbean, as well as to consider the GNSS SARPS and the development of the GNSS implementation plan that the GREPECAS ATM/CNS Subgroup is developing; and c) send their specialists to the Seminars/Workshops and other GNSS training related events that are held in the CAR/SAM Regions.	States / Territories	---	Ongoing	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 2/14 INFORMATION AND GUIDANCE FOR THE INITIAL PHASE OF RADAR DATA SHARING IN THE CENTRAL CARIBBEAN That for the initial phase of radar data sharing, C/CAR and neighboring States / Territories/International Organizations, a) provide information on their corresponding PSR and SSR through the ICAO Regional Office according to the form included in Appendix A to this part of the Report; b) take into account the preliminary guidelines, already approved by Conclusion 10/33 of the GREPECAS for the radar data sharing implementation; c) consider on a short term basis including in their bilateral or multilateral agreements the use of a feasible protocol for radar data exchange based on the current facilities of their own systems, therefore avoiding unnecessary costs; and d) plan on a medium term the use of the common protocol that will be recommended by the GREPECAS.	States / Territories and ICAO NACC Regional Office	Information was received from Cuba, Cayman Islands, Dominican Republic and Jamaica	Ongoing	Follow-up
CONCLUSION 2/15 PREPARATION OF A CENTRAL CARIBBEAN CNS/ATM SUBREGIONAL PLAN That C/CAR States / Territories through the C/CAR/WG develop a Central Caribbean CNS/ATM Subregional Plan taking into account their corresponding national Plans, the neighboring States / Territories/International Organizations and the CAR/SAM Regional CNS/ATM Implementation Plan.	States / Territories C/CAR WG	The development of the CNS/ATM Subregional Plan has not been initiated	Pending	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 2/16 AIS AUTOMATED INTEGRATED SYSTEM That C/CAR States, a) implement the AIS Automation Plan (AISAS) for the C/CAR area; b) implement the AIS Quality Assurance Plan developed from the Plan mentioned in a); and c) present a status of implementation to the ICAO NACC Regional Office no later than 30 September 2002.	States / Territories	The request mentioned in c) has not been received by the Regional Office. The Meeting is required to agree on a new date to submit the request mentioned in c). This will be dealt with under Agenda Item 3.	Ongoing	Take note and follow-up
CONCLUSION 2/17 ADOPT THE INVENTORY QUESTIONNAIRE FOR THE WGS-84 IMPLEMENTATION STATUS That States / Territories: a) fill and complete the Inventory Questionnaire for the WGS-84 Implementation Status, shown in Appendix A to this part of the Report; b) maintain up-to-date the historical data by Aeronautical Authority through basic reporting structure for: Geodetic survey, En-route survey and Aerodrome/heliport survey; c) present the Inventory Questionnaire fully filled out to the NACC Regional Office, by 31st. May 2002 at the latest.	States / Territories	Dominican Republic is the only State who has sent this information. The Meeting is required to agree on a new date to submit the request mentioned in c). This will be dealt with under Agenda Item 3.	Ongoing	Take note and follow-up
CONCLUSION 2/19 REVIEW AND UPDATE OF THE AGA DEFICIENCIES IMPLEMENTATION STATUS That C/CAR States / Territories send through the ICAO Regional Office the review and update of the implementation status of AGA deficiencies, informing the results no later than 1 June 2002.	States / Territories	To be dealt with under Agenda Item 1	Deadline passed – Superseded	Note

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 2/20 TERMS OF REFERENCE AND WORK PROGRAMME OF THE CENTRAL CARIBBEAN WORKING GROUP (C/CAR WG) That the changes made to the Work Programme of the Central Caribbean Working Group (C/CAR WG), shown in Appendix A to this part of the Report, be approved.	States / Territories	The C/CAR Working Group Work Programme was updated in those issues related to tasks, target dates and a column was added in order to show the person responsible for each task. The Meeting is required to assess the progress made in the tasks and target dates.	Ongoing	Take note and Follow-up

DECISIONS

DECISIONS	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 1/11 CENTRAL CARIBBEAN ATS ROUTES TASK FORCE That: a) in order to review the Central Caribbean ATS route network and recommend any changes that may be required, as well as to study and recommend solutions to the congestion on some ATS routes that cross the sub-region, the ATS Routes Task Force was set up as follows: Cuba: Fidel Ara, Colombia: Pending, Netherlands Antilles: Rolando Emers, United States: Leslie Cary, IATA: Julio Lopez; b) the ATS Routes Task Force will mainly work by using electronic communications and will only meet if considered necessary; c) the ATS Routes Task Force will coordinate such changes that affect FIRs adjacent to the Central Caribbean by using direct electronic means or through the ICAO NACC Office, prior to presenting a proposal to the C/CAR Working Group; and d) the task force will present a consolidated proposal, according to a) above, to the Second Meeting of the Central Caribbean Working Group.	ATS Route Task Force	The ATS Route Task Force should submit a proposal to this Meeting as agreed by Decision 1/11	Ongoing	Follow up
DECISION 1/19 REVIEW/IMPLEMENTATION OF THE CNS 2A, CNS 2B, CNS 3 AND CNS 4A – FASID That the C/CAR Working Group as a follow-up of its immediate work:, a) review the installation Plan and related services to the Aeronautical Mobile Service and the AMSS (Table CNS 2A), the HF Network Designators Table (Table CNS 2B), the Radio Navigation Aids Plan (Table CNS3), as well as Surveillance Systems (Table CNS 4A) all from the FASID; and b) analyze difficulties in the implementation in order to suggest all pertinent actions to complete the implementation.	C/CAR/WG	The C/CAR/WG is expected to begin the review of these tables and make suggestions to complete their implementation.	Pending	Follow-up

DECISIONS	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 1/20 REVIEW OF EXISTING CNS SHORTCOMINGS AND DEFICIENCIES IN THE CENTRAL CARIBBEAN The Meeting agreed that the C/CAR Working Group, as a continuation of its work, review the existing CNS shortcomings and deficiencies in the Central Caribbean as shown in the Appendix C, with the purpose to suggest the necessary updated amendments and suggest solutions in order to implement the CNS international requirements, eliminating those shortcomings and deficiencies.	C/CAR/WG	ICAO has adopted the term “deficiency”. It is necessary to review and update the existing CNS deficiencies in the Central Caribbean. This matter will be discussed under Agenda Item 1.	On-going	Follow-up
DECISION 1/23 ORIENTATION ON THE LABOR OF THE C/CAR WORKING GROUP REGARDING THE VHF AIR-GROUND VOICE COMMUNICATIONS COVERAGE That the C/CAR Working Group, a) based on the information supplied by the States / Territories/Organizations of the Central Caribbean, and in accordance with the dispositions of Annex 10, Volume III, Part II, Chapter II, on the required field intensity levels required, should calculate such coverages for its terminal areas considering the minimum in-flight levels to be 4,000 ft and the maximum 12,000 ft and for control area the minimum of 7600 m (25,000 ft) and the maximum of the 13,700 m (45,000 ft) level of flight; and b) if range gaps are detected, it should propose corrective measures.	C/CAR/WG	The Group shall begin this task as soon as possible, based on the information from States / Territories. This matter will be discussed under Agenda Item 5.	Pending	Follow-up
DECISION 1/27 ESTABLISHMENT OF A RADAR DATA SHARING TASK FORCE FOR THE CENTRAL CARIBBEAN The Meeting agreed to establish a Task Force on the Radar data sharing in the Central Caribbean, together with the Terms of Reference, Work Programme, Composition and Rapporteur, which is attached to this part of the Report in Appendix F. This Task Force should also report its progress to every C/CAR Working Group Meeting, as well as to make periodical reports if necessary.	C/CAR/WG	This matter will be discussed under Agenda Item 5. Results of the work of the Task Force are expected.	On-going	Follow-up

DECISIONS	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
DECISION 2/10 CREATION OF A VHF/AMS COVERAGE TASK FORCE It was agreed that Colombia, Haiti, Jamaica, United States and IATA comprise a Task Force with Jamaica as the Rapporteur to review the information of the VHF/AMS Stations of the Area Control and Approach Services and to identify lack of coverage deficiencies and to recommend solutions.	C/CAR WG	This matter will be discussed under Agenda Item 5. Results of the work of the Group are expected.	Pending	Follow-up
DECISION 2/13 RADAR DATA SHARING TASK FORCE RAPPORTEUR It was agreed to, a) nominate Mr. Vilmo Pieter, from the Netherlands Antilles, as the Radar Data Sharing Task Force Rapporteur; and b) have the group mentioned in a) to initiate its work as soon as possible, considering the preliminary guidelines that exist on this issue, which were adopted by Conclusion 10/33 of the GREPECAS.	C/CAR WG	This matter will be discussed under Agenda Item 5. Results of the work of the Group are expected.	Ongoing	Follow-up
DECISION 2/18 FOLLOW UP TO THE IMPLEMENTATION OF AERODROME CERTIFICATION IN THE C/CAR STATES / TERRITORIES That the C/CAR Working Group follows up on the compliance of the aerodrome certification requirement on behalf of States / Territories of the C/CAR States, for which a table was prepared shown in the Appendix A to this part of the Report.	C/CAR WG	This matter will be discussed in Agenda Item 2.	Ongoing	Follow-up

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REVIEW OF THE CONCLUSIONS OF THE NACC/DCA/1 MEETING

CONCLUSION	ACTION FOR	REMARKS 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 C/CAR WG should take into account 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 b) 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	The C/CAR WG could support this task through the search and maintenance of interregional communication.	---	Take note and follow-up

CONCLUSION	ACTION FOR	REMARKS 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, <ul style="list-style-type: none"> 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 C/CAR WG could support this task by seeking the assistance and resources of the concerned Authorities.	---	Take note and Follow-up
CONCLUSION 1/8 ATS QUALITY ASSURANCE PROGRAMME That the States/Territories/ATS Service Providers of the CAR Region: <ul style="list-style-type: none"> 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; b) inform the ICAO NACC Regional Office on the designation; and c) participate actively at all events that seek to disseminate, provide training in, and implement ATS quality assurance programmes. 	States / Territories	Suggest actions for the implementation of quality assurance programmes.	Ongoing.	Follow-up
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	Continue the development for the implementation of RNAV and RNP routes.	Ongoing.	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
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	Continue the RVSM Implementation Plan.	Ongoing.	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	Note.	Ongoing.	Follow-up
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, <ul style="list-style-type: none"> 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 should be optimized.	Ongoing.	Follow-up

CONCLUSION	ACTION FOR	REMARKS 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	---	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	The C/CAR WG should begin studying and identifying the CNS/ATM scenarios. This will be dealt with under Agenda Item 1.	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.	States / Territories	This will be dealt with under Agenda item 3. 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
CONCLUSION 1/17 WAFS IMPLEMENTATION That, a) States/Territories acquire a workstation and depiction software by November 2003; 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 c) ICAO coordinate with WMO and United States NOAA the schedule of training and inform States/Territories accordingly.	States / 4Territories	---	Ongoing.	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 1/18 CAR REGION COMMUNICATION/METEOROLOGY SPECIAL IMPLEMENTATION PROJECT That, a) States/Territories ensure that the COM/MET SIP recommendations are implemented, and b) ICAO coordinate an OPMET Implementation Meeting in mid-2003 for the Central and Eastern Caribbean States.	States / Territories	The recommendations of the SIP need to be implemented.	Concluded	A meeting is proposed for 2004 to follow-up on the state of implementation of the recommendations formulated by the expert .
CONCLUSION 1/19 AGREEMENT ON ATS CONTINGENCY PLANS AND SUPPORTING SERVICES FOR THE CAR REGION That, States/Territories/International Organizations in the CAR Region (CAR): 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; 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; c) send a copy of their ATS Contingency Plan to the ICAO NACC Regional Office; and 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.	States / Territories	The C/CAR WG could support this effort.	Ongoing.	Follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 1/20 PRIORITY SOLUTION FOR AIR NAVIGATION DEFICIENCIES 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, 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 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.	States / Territories	The C/CAR WG should support this effort. It will be dealt with under Agenda Item 1.	Ongoing.	Follow-up
CONCLUSION 1/21 HUMAN RESOURCES PLANNING AND TRAINING 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: a) appoint and train personnel in human resources planning within the units responsible for the different aeronautical services; 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; c) emphasize to the GREPECAS on the need to follow-up Decision 10/4 to analyze the “ <i>impact of automation on human resources</i> ” in accordance with the Guidance Manual for the Training of Human Resources on CNS/ATM Systems; 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; 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, <i>no later than 31 January 2003</i> ; and f) use the information obtained in the aforementioned form by Aeronautical Administrations, GREPECAS and by the ICAO NACC Regional Office for	States / Territories	The C/CAR WG 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 plannification of human resources. The Meeting is required to agree on a new date to submit the request mentioned in e).	Ongoing	Take note and follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
coordination with Civil Aviation Training Centres (CATCs) of the CAR Region for human resources planning and training purposes.				
<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 C/CAR WG could support this effort by analyzing the training needs in the various areas and proposing training programmes.	Ongoing.	Take note and follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
<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
<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	The C/CAR WG could support this effort through evaluating the needs for new projects.	Ongoing	Take note and follow-up

CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS	REQUIRED ACTION
CONCLUSION 1/25 FINANCING RESOURCES TO INCREASE THE PARTICIPATION OF STATES / TERRITORIES / INTERNATIONAL ORGANIZATIONS IN REGIONAL COOPERATION PROJECTS 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.	States / Territories	The C/CAR WG could support this effort.	Ongoing.	Take note and follow-up
CONCLUSION 1/26 SEARCH AND RESCUE SERVICES (SAR) IN THE CAR REGION That States/Territories/International Organizations from the Caribbean (CAR) Region: <ul style="list-style-type: none"> a) take the necessary measures to improve the search and rescue services in the areas under their responsibility; b) provide the required SAR support based on the corresponding SAR Agreements of Central America and the Eastern Caribbean (E/CAR) and make the necessary arrangements to finalize the SAR Agreement for the Central Caribbean no later than 2003; c) re-new the Central America and Eastern Caribbean SAR Committee's activities as well as the activities of the Central Caribbean SAR/MCI Task Force; and d) Haiti and Trinidad and Tobago take the required measures to properly implement the CAR/SAM Air Navigation Plan requirements related to the search and rescue regions (SRR) of Port -au-Prince and Piarco. 	States / Territories	---	Ongoing.	Follow-up

APPENDIX C

CONCLUSIÓN 1/1 OF THE NACC/DCA/1 MEETING

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.

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

ITEM	AREA	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS							
			CAR/SAM		CAR					
			CAR/SAM/3 RAN	GREPECAS	C/CAR			E/CAR		CAM
					C/CAR/WG	C/CAR/DCA	MEVA	E/CAR/WG	E/CAR/DCA	
1	2	3	4	5	6	7	8	9	10	11
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	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 FASID 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	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	1/5 2/18	5/4			16/16	88/2
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						

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

ITEM	AREA	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS							
			CAR/SAM		CAR					
			CAR/SAM/3 RAN	GREPECAS	C/CAR			E/CAR		CAM
					C/CAR/WG	C/CAR/DCA	MEVA	E/CAR/WG	E/CAR/DCA	
1	2	3	4	5	6	7	8	9	10	11
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		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					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	1/8 2/16	4/13 5/7		22/5 23/11 26/7 26/8		85/15 88/6
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		1/8	4/14 5/7		26/7		85/16 88/8

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

ITEM	AREA	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS							
			CAR/SAM		CAR					
			CAR/SAM/3 RAN	GREPECAS	C/CAR			E/CAR		CAM
					C/CAR/WG	C/CAR/DCA	MEVA	E/CAR/WG	E/CAR/DCA	
1	2	3	4	5	6	7	8	9	10	11
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	1/7 2/17	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	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						
4.3		Implementation of Reduced Vertical Separation Minimum of 300 mts (1000ft) 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	8/14 10/11 10/13 10/14	2/2			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	2/4	4/8		20/2 20/3 24/4 25/3 26/4		85/8 87/8

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

ITEM	AREA	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS							
			CAR/SAM		CAR					
			CAR/SAM/3 RAN	GREPECAS	C/CAR			E/CAR		CAM
					C/CAR/WG	C/CAR/DCA	MEVA	E/CAR/WG	E/CAR/DCA	
1	2	3	4	5	6	7	8	9	10	11
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	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				
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	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	

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1	2	3	4	5	6	7	8	9	10	11
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	5/17				88/15
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	1/24 2/11	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	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	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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1	2	3	4	5	6	7	8	9	10	11
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						
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						

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1	2	3	4	5	6	7	8	9	10	11
6	MCI/SAR									
6.1		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.				4/12 5/31			16/18 17/3	
6.2		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			3/14 5/30			16/3 17/1 17/2	

END