



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

**Twentieth Meeting of Directors of Civil Aviation of the Eastern Caribbean
(20th E/CAR DCA)**

Miami, Florida, United States, 4 to 7 December 2006

20th E/CAR DCA-WP/02

27/11/06

Agenda Item 2:

Follow-up matters

**2.1 Valid Conclusions/Decisions of previous E/CAR/DCA and other
meetings relevant to the E/CAR area**

STATUS OF E/CAR DCA MEETINGS CONCLUSIONS

(Presented by the Secretariat)

SUMMARY

This Paper provides the Meeting with a status report on Conclusions from the previous relevant meetings.

References:

- Report of the Eighteenth Meeting of Directors of Civil Aviation of the Eastern Caribbean, Port of Spain, Trinidad and Tobago, 9 to 12 December 2003.
- Report of the Nineteenth Meeting of Directors of Civil Aviation of the Eastern Caribbean, Christ Church, Barbados, 6 to 9 December 2004.
- Report of the GREPECAS/13 Meeting (Santiago, Chile, 14 to 18 November 2005)
- Report of the North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/2) (Tegucigalpa, Honduras, 11-14 October 2005).
- Report of the North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/1) (Grand Cayman, Cayman Islands, 8-11 October 2002).

1. Introduction

1.1 This paper presents to the Meeting the outstanding conclusions from previous E/CAR DCA and other relevant meetings for their review and to establish which have been completed, superseded or remain valid.

2. Discussion

2.1 **Appendix A** to this Working Paper contains the outstanding Conclusions from previous E/CAR DCA meetings with an indication of the current status of each one. It is noted that some of the Conclusions will be addressed in other Agenda Items of this Meeting, as indicated.

2.2 **Appendix B** to this Working Paper presents the Conclusions adopted by the GREPECAS/13 meeting for the Meeting's information, review and appropriate action. It is noted that the Conclusions have been reviewed by the ICAO ANC. Nevertheless, States may advance their implementation by taking appropriate action.

2.3 The Directors of Civil Aviation of the E/CAR Region are also invited to review **Appendix C** to this Working Paper, to take note and comment on the relevant Conclusions adopted by the NACC/DCA/1 and NACC/DCA/2 Meeting and implement the appropriate action.

2.4 The Draft Conclusions adopted by the ATM and CNS Committees during the last ATM/CNS/SG/5 Meeting, held in Lima, Peru from 13 to 17 November 2007, that will be submitted to the GREPECAS/14 Meeting are included as **Appendix D** to this Working Paper.

3. **Suggested Action**

3.1 The Meeting is requested to review each Conclusion listed in Appendix A, B, C and D note its status, and determine the necessary outstanding action to be taken.

STATUS OF E/CAR DCA MEETINGS CONCLUSIONS

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
ATM	<p>CONCLUSION 18/1 IMPLEMENTATION OF AN ATS QUALITY ASSURANCE PROGRAMME</p> <p>That,</p> <p>a) States/Territories/ATS Service Providers within the E/CAR sub-region develop and implement an ATS Quality Assurance Programme with associated supporting documents. The Programme should outline the purpose, goals, objectives and responsibilities of the programme, and</p> <p>b) each ATS unit should establish such a programme.</p>	States/Territories		Completed
MET/ ATM/ CNS/ AIS/ SAR	<p>CONCLUSION 18/2 TRAINING FOR MET/ATS/CNS/AIS/SAR PERSONNEL</p> <p>That, the Directors of Civil Aviation of the E/CAR organise a series of training activities for ATS/CNS/AIS/SAR and aeronautical meteorological personnel covering the following issues:</p> <p>a) operational coordination procedures concerning the provision of aeronautical MET service;</p> <p>b) respective roles and responsibilities of ATS/CNS/AIS/SAR units and meteorological offices in the provision of aeronautical MET service; and</p> <p>c) interpretation of aeronautical meteorological products available to ATS/COM/AIS/SAR units and meteorological offices, in order to ensure the safety of aircraft operations.</p>	States/Territories	<p>a) States to report</p> <p>No actions regarding AIS have been known in this regard.</p> <p>b) c) These matters were included in the E/CAR WG working arrangements for action</p>	Valid
MET	<p>CONCLUSION 18/3 OPMET INFORMATION EXCHANGE IN E/CAR STATES</p> <p>That,</p> <p>a) the Directors of Civil Aviation of the E/CAR Region implement, as soon as possible, the establishment of coordination committees among AIS/ATM/CNS/MET units; and</p> <p>b) the E/CAR/IWG establish quality control mechanisms for OPMET exchange messages.</p>	States/Territories E/CAR WG	<p>a) States to report</p> <p>b) This matter was included in the E/CAR WG working arrangements for action</p>	Valid
GEN	<p>CONCLUSION 18/4 WAR RISK INSURANCE</p> <p>Recognizing the importance of the issue of War Risk Insurance, particularly for developing States, the Directors of the Eastern Caribbean request that ICAO conduct briefing exercises, Workshops or Seminars, on War Risk Insurance matters, in order that States may be fully apprised of the merits of application of Globaltime to their particular circumstances.</p>	ICAO	ICAO unable to provide event due to financial constraints.	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
ATM	CONCLUSION 18/6 IMPLEMENTATION OF FL245 IN THE PIARCO FIR That, in support of the principle for the modification of the plane of division between the lower and upper airspace throughout the PIARCO FIR, 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.	Trinidad and Tobago		Completed
ATM	CONCLUSION 18/7 COMMON TRANSITION ALTITUDE FOR THE E/CAR REGION That; a) IFALPA prepare and send to ICAO a proposal for a common transition altitude for the E/CAR region; b) ICAO circulate the proposal to States/Territories for comments to be discussed at the 28 th E/CAR/IWG Meeting; and c) E/CAR/IWG, through its ATM Committee, analyse the proposal and submit recommendations to the 19 th Meeting of E/CAR DCAs.	a) IFALPA b) ICAO c) ATM Committee	ICAO Secretariat provided guidelines. The Chairman of the ATM Committee and IFALPA should present progress on this matter.	a) Valid b) Completed c) Valid
SAR	CONCLUSION 18/8 SEARCH AND RESCUE PLANNING That, a) States/Territories provide copies of their respective National SAR Plans to the E/CAR SAR Committee by 30 March 2004 ; b) States/Territories review the SAR Operations Costs presented in Appendix A to this part of the report, establish how these costs could be covered and provide this information to the E/CAR SAR Committee for further analysis by 30 June 2004 ; and c) E/CAR SAR Committee prepare a programme for a table-top exercise of the E/CAR Regional SAR Plan to be presented at the 19 th E/CAR DCA Meeting for consideration and approval.	States/Territories E/CAR SAR Committee	The Chairman of the E/CAR SAR Committee is expected to present information on the progress achieved.	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
AGA	<p>CONCLUSION 18/9 CARIBBEAN REGIONAL CIVIL AVIATION ACCIDENT MASS CASUALTY INCIDENT RESPONSE PLAN (CAAMCIRP)</p> <p>That,</p> <p>a) E/CAR States/Territories review the draft Eastern Caribbean Civil Aviation Accident Mass Casualty Incident Response Plan (E/CAR CAAMCIRP), included in Appendix B to this part of the report, and provide any comments to the E/CAR SAR Committee for the final revision by 30 June 2004;</p> <p>b) CDERA, in collaboration with PAHO, coordinate the development of the expanded Caribbean Regional Civil Aviation Accident Mass Casualty Incident Response Plan (CAAMCIRP) for its member States in the Caribbean Region, to be completed by October 2004;</p> <p>c) the MCI part of the C/CAR MCI/SAR Task Force and the E/CAR MCI Task Force be combined to become the Caribbean MCI Task Force, with PAHO as Rapporteur, which will report to the C/CAR and E/CAR DCAs;</p> <p>d) C/CAR and E/CAR States, ICAO, PAHO, RSS and the USCG actively support CDERA and the Caribbean MCI Task Force in its related activities, as required;</p> <p>e) CDERA consider the establishment of MOUs/LOAs with CDERA non-member States in the Caribbean Region to incorporate them in the coverage of the Caribbean Regional CAAMCIRP; and</p> <p>f) CDERA, through ICAO, provide IACL the communications requirements to enable the consideration of the provision of an E/CAR Digital AFS Network node to CDERA, the coordinator of the CAAMCIRP.</p>	States/ Territories(SAR Committee/ CDERA	<p>a) SAR Committee to report</p> <p>b) CDERA to report</p> <p>c) Complete</p> <p>d) Valid</p> <p>e) CDERA to report</p> <p>f) CDERA/IACL to report</p> <p>Will be dealt with under Agenda Item 4.</p>	Valid
CNS/ MET	<p>CONCLUSION 18/10 FOLLOW-UP MEETING ON THE IMPLEMENTATION OF THE RECOMMENDATIONS FORMULATED IN THE COM/MET SIP SECOND PHASE REPORT FOR THE CAR REGION</p> <p>That the Directors of Civil Aviation of the E/CAR ensure that the COM and MET specialists from the respective States/Territories attend the follow-up meeting on the implementation of the recommendations of the COM/MET SIP second phase scheduled for 2004, tentatively in Barbados.</p>	States/Territories	The Meeting is scheduled to be held in Barbados, 2-3 December 2004. but was cancelled due to lack of participants..	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
CNS/ ATM	CONCLUSION 18/12 UPDATED INFORMATION FOR THE E/CAR ATM/CNS IMPLEMENTATION PLAN That States/Territories/International Organizations in the E/CAR provide electronic copies of or updated information on their respective latest National ATM/CNS Plans to the E/CAR Regional ATM/CNS Committee by no later than 15 February 2004 in order to update the E/CAR ATM/CNS Implementation Plan for presentation to the GREPECAS ATM/CNS Subgroup Meeting scheduled to be held in Rio de Janeiro, Brazil from 15 to 19 March 2004.	States/Territories International Organizations	The Draft E/CAR ATM/CNS implementation Plan was presented at the ATM/CNS/SG/3 Meeting. Nevertheless, the E/CAR WG should review and update the mentioned plan. It is expected that E/CAR States/Territories will complete and present their National ATM/CNS Plan.	Valid
GEN	CONCLUSION 18/15 ACTION PLANS FOR THE RESOLUTION OF DEFICIENCIES That, States/Territories prepare or complete, as applicable, Action Plans for the resolution of the outstanding air navigation deficiencies and submit these to the ICAO NACC Regional Office by 28 February 2004 .	States/Territories	To be discussed under Agenda Item 3.3.	Valid
AIS	CONCLUSION 18/16 WORLD AERONAUTICAL CHARTS That the E/CAR/IWG, through the AIS Committee, analyse the requirement for World Aeronautical Charts and if applicable, prepare a proposal of their production for the E/CAR Region.	E/CAR AIS Committee	The Chairman of the E/CAR AIS Committee is expected to inform about this issue.	Valid
AVSEC	CONCLUSION 18/17 AVIATION SECURITY That the States and Territories of the Eastern Caribbean Region commit to: <ul style="list-style-type: none"> a) take advantage of ICAO AVSEC Mechanism assistance, courses, seminars and workshops; b) prepare adequately to receive the ICAO USAP AVSEC Audits; and c) support the GREPECAS AVSEC Committee activities and results. 	States/Territories		Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
ATM	<p>CONCLUSION 19/1 IMPLEMENTATION OF AN ATS QUALITY ASSURANCE PROGRAMME</p> <p>That,</p> <p>a) States/Territories/ATS Service Providers within the E/CAR sub-region develop and implement an ATS Quality Assurance Programme with associated supporting documents, outlining the purpose, goals, objectives and responsibilities of the programme; and</p> <p>b) each ATS unit should establish such a programme.</p>	E/CAR States/Territories /ATS Service Providers	GREPECAS/12 Meeting, through its Conclusion 12/26 set December 2006 to complete QA Programmes. The ICAO NACC Office sent e-mail EMX084 dated 14 January 2004 requesting status of the programmes. The Meeting is expected to update this information.	Valid
MET	<p>CONCLUSION 19/2 IMPROVEMENT OF MET SERVICES</p> <p>That, the Directors of Civil Aviation of the Eastern Caribbean, recognizing the importance of close communication between air navigation units and meteorological departments, agreed to:</p> <p>a) improve air navigation operational coordination procedures involving the provision of MET services; and</p> <p>b) clearly define the respective roles and responsibilities of air navigation units and meteorological offices in the provision of MET services;</p>	E/CAR States/Territories		Valid
GEN	<p>CONCLUSION 19/3 WAR RISK INSURANCE</p> <p>That, considering the complexity of this issue, and the recurring need of States for information, the Directors of Civil Aviation of the Eastern Caribbean urge:</p> <p>a) ICAO to provide a training event on War Risk Insurance in 2005, and</p> <p>b) CARICOM to explore the possibility of providing information on this issue under its insurance programme review.</p>	ICAO/ CARICOM	ICAO does not have resources	Completed

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
SAR	<p>CONCLUSION 19/4 SEARCH AND RESCUE PLANNING</p> <p>That,</p> <p>a) States/Territories provide copies of their respective National SAR Plans to the E/CAR SAR Committee by 30 March 2005;</p> <p>b) States/Territories review the SAR Operations Costs presented in Appendix A to this part of the report, establish how these costs shall be covered and provide this information to the E/CAR SAR Committee for further analysis by 30 June 2005, and</p> <p>c) the E/CAR SAR Committee prepare a programme for a tabletop exercise of the E/CAR SAR Plan to be presented at the 20th E/CAR/DCA meeting for approval.</p>	States/Territories	Ongoing	Valid
AIS	<p>CONCLUSION 19/5 MEETING OF THE E/CAR AIS COMMITTEE</p> <p>That, accepting the generous offer from France, the Directors of Civil Aviation from the Eastern Caribbean agree to:</p> <p>a) call for a meeting of the E/CAR AIS Committee, chaired by Barbados, to be hosted by France in Martinique by 30 March 2005, to deal with:</p> <ul style="list-style-type: none"> • requirement for World Aeronautical Charts in the E/CAR; and • standardizing common FIRs and CTR/TMAs geographical boundary WGS-84 coordinates; and <p>b) urge the E/CAR AIS Committee to provide a report to the 29th E/CAR/WG Meeting.</p>	States/ Territories	The Chairman of the E/CAR AIS Committee is expected a follow-up about these issues presented in 30 th . E/CAR/WG meeting during next 20 th . E/CAR DCA.	a) Completed b) Completed

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
ATM	<p>CONCLUSION 19/6 ATM CONTINGENCY PLAN FOR THE EASTERN CARIBBEAN</p> <p>That,</p> <p>a) E/CAR States/Territories/International Organizations who have not yet done so, develop their ATS National Contingency Plan to support Air Traffic Services (ATS) within their airspace (CTA/UTA/FIR) and aerodromes of jurisdiction;</p> <p>b) Trinidad and Tobago carries out bilateral and multilateral agreements with States/Territories/International Organizations responsible for the adjacent airspace, in coordination with the ICAO NACC Regional Office, to develop an ATM Regional Contingency Plan for Piarco FIR in accordance with the guidelines attached in Appendix C to this report; and</p> <p>c) E/CAR States/Territories/International Organizations submit to the ICAO Regional NACC Office a copy of their ATS Contingency Plan no later than 31 March 2005.</p>	States/Territories /International Organizations	In accordance with the ICAO Council, the NACC Office is gathering information in order to develop a Catalogue.	Valid
GEN	<p>CONCLUSION 19/7 E/CAR WG TERMS OF REFERENCE AND WORK PROGRAMME</p> <p>That, the E/CAR WG adopt the amended Terms of Reference and Work Programme as presented in Appendix E to this part of the Report.</p>			Completed
CNS	<p>CONCLUSION 19/8 UPGRADE OF THE E/CAR AFS NETWORK ON FRAME RELAY MANAGEMENT SYSTEM</p> <p>That, IACL,</p> <p>a) be urged to provide the E/CAR AFS Network on Frame Relay Management System platform before the end of December 2005; and</p> <p>b) following the conclusion 17/13 of the 17th E/CA DCA Meeting provide to the DCAs, as soon as possible, a report on the status of the implementation of the digital network, as well as an updated Project Plan related to this subject.</p>	States / Territories	The 30 th E/CAR WG followed-up this Conclusion. These options for upgrading / replacing the systems under study.	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
CNS	<p>CONCLUSION 19/9 IMPROVING THE INTERCONNECTION AND INTEROPERABILITY OF THE E/CAR AFS DIGITAL NETWORK WITH NEIGHBOURING NETWORKS</p> <p>That, in order to fully meet the current AFS requirements and future new communication services providing interconnection/interoperability of the E/CAR AFS digital network with neighbouring networks:</p> <p>a) Trinidad and Tobago be urged to implement a REDDIG VSAT node at Piarco ACC before the end of March 2005;</p> <p>b) Trinidad and Tobago, United States and IACL study the feasibility to implement an additional interconnection/interoperability point of the E/CAR Digital Network with other neighbouring networks;</p> <p>c) as mentioned in paragraph b) above, a meeting is proposed to be held in San Juan, Puerto Rico before the end of January 2005, reporting the results to the next E/CAR WG Meeting; and</p> <p>d) in order to meet the study mentioned in the paragraph b) above, take into account the,</p> <ol style="list-style-type: none"> 1) updated AFS requirements contained in Tables CNS1A and CNS1C of the FASID that are shown as Appendices A and B to this part of the report; 2) infrastructure and the available logistical support in the proposed interconnection site; and 3) “Guidance material to initiate the analysis of digital network interconnection in the CAR/SAM Regions” recommended by Conclusion 10/27 of the GREPECAS. 	Trinidad and Tobago / United States	A REDDIG VSAT node at Piarco ACC was implemented. Therefore, this point provides the facility of interconnection between the E/CAR Network and the REDDIG Network.	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
CNS	<p>CONCLUSION 19/10 STUDY THE FEASIBILITY AND UPDATE THE STRATEGY PLAN OF MODERNIZATION OF THE VOICE AND DATA CIRCUIT BETWEEN PORT OF SPAIN AND SAN JUAN</p> <p>That, based on the global development and the capabilities of the new AFTN switching of Piarco, Trinidad and Tobago, United States and IACL,</p> <p>a) study the feasibility, and update the strategy plan of modernization of the voice and data circuit between Port of Spain, Trinidad and Tobago and San Juan, Puerto Rico by the migration from X.25 protocol to TCP/IP protocol; and</p> <p>b) report the results of the study mentioned in the above paragraph to the 29th E/CAR Working Group Meeting.</p>	Trinidad and Tobago and United States	The 30 th E/CAR WG followed-up this Conclusion. TTCAA and the United States' FAA agreed on the AFTN upgrades being pursued by the transition onto TCP/IP protocol that is tentatively scheduled for the last quarter of 2006.	Valid
CNS	<p>CONCLUSION 19/11 PROPOSAL FOR AMENDMENT TO THE ATS REQUIREMENTS FOR SPEECH CIRCUITS COMMUNICATIONS IN THE TABLE CNS 1C, FASID</p> <p>That, based on Appendix B to this part of the Report, ICAO NACC Regional Office establish the appropriate amendment in order to include in the Table CNS 1C of the FASID the ATS requirements for speech circuits communications in accordance with the aforementioned table by 31 March 2005.</p>	ICAO NACC	<p>The 30th E/CAR WG followed-up this Conclusion.</p> <p>The NACC Office noted the proposed amendment to the Table CNS 1C of the FASID.</p>	Completed
CNS	<p>CONCLUSION 19/12 UPDATED E/CAR SURVEILLANCE PLAN</p> <p>That, based on the Appendix C to this part of the report, ICAO update the E/CAR part of the Table CNS 4 A – Surveillance Plan of the FASID CAR/SAM ANP by 31 March 2005.</p>	ICAO NACC	The NACC Office noted the proposed amendment of the Table CNS 4A of the FASID.	Completed
CNS	<p>CONCLUSION 19/13 REQUESTED INFORMATION ON E/CAR RADAR COVERAGE</p> <p>That, Antigua and Barbuda, Barbados, Trinidad and Tobago provide, through the ICAO NACC Office as appropriate, radar paper coverage charts at 3000, 5000, 10000 and 20000 feet by 31 January 2005.</p>	Antigua and Barbuda, Trinidad and Tobago	Antigua and Barbuda remains fully committed to fulfilling its obligation towards radar harmonization within the E/CAR.	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
CNS	<p>CONCLUSION 19/14 REQUESTED TECHNICAL INFORMATION ON RADAR STATIONS</p> <p>That,</p> <p>a) Antigua/OECS provide to STNA/ALENIA technical specifications; and</p> <p>b) Trinidad and Tobago, Barbados and Antigua and Barbuda provide the Radar Data Sharing Task Force Rapporteur with their ICD with their global radar architecture.</p>	Antigua and Barbuda, Trinidad and Tobago and Barbados		Valid
CNS	<p>CONCLUSION 19/15 REQUESTED LETTER OF AGREEMENT REGARDING THE PROVISION OF RADAR DATA TO THE DACOTA SYSTEM</p> <p>That, States and Territories listed hereunder¹, be informed through the ICAO NACC Regional Office of the need for their agreement to provide radar data to the DACOTA System in Martinique by 31 January 2005, in accordance with the Draft Letter shown in Appendix D of this part of the Report.</p> <p>¹Antigua and Barbuda, Barbados, Netherlands Antilles, Saint Maarten, Trinidad and Tobago.</p>	E/CAR States / Territories ICAO NACC	It is expected that the E/CAR States/Territories have taken note of this Conclusion	Completed
CNS	<p>CONCLUSION 19/16 REQUEST FOR SUPPORT OF THE E/CAR CNS ACTIVITIES</p> <p>That, the Directors of Civil Aviation of the E/CAR States and Territories review and support the organizational structure of their aviation administrations with a view to ensuring that suitably trained personnel are assigned to specific responsibility for CNS matters.</p>	E/CAR States/Territories	It is expected that E/CAR States/Territories have already taken note of this Conclusion.	Completed
CNS	<p>CONCLUSION 19/17 FOLLOW UP THE PROGRESS OF THE POSSIBLE RADAR REMOTING TO PIARCO ACC</p> <p>That Trinidad and Tobago keep the Radar Sharing Task Force informed of the progress regarding the possible remoting of Barbados and current DACOTA images system to Piarco ACC.</p>	Trinidad and Tobago		Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
CNS	CONCLUSION 19/18 COMPLIANCE WITH THE GREPECAS SAC-ASTERIX ASSIGNMENT PLAN That, the E/CAR States/Territories be urged to become compliant with the GREPECAS SAC-ASTERIX assignment Plan recommended by Conclusion 12/48 of GREPECAS by the end of 2005.	E/CAR States / Territories	It is expected that the E/CAR States/Territories have taken note of this Conclusion	Completed
ATM	CONCLUSION 19/19 PRELIMINARY GUIDANCE ON TECHNICAL INFRASTRUCTURE AS SUPPORT TO THE EVOLUTIONARY IMPLEMENTATION OF ATS/ATM AUTOMATED SYSTEMS That, in order to implement the technical infrastructure as a support to the evolutionary implementation of ATS/ATM automated systems, the E/CAR States/Territories should consider the preliminary guidance that is shown in Appendix E of this part of the report.	E/CAR States / Territories	Ongoing	Valid
ATM	CONCLUSION 19/20 TRANSFER THE TASK RELATED TO FLIGHT PLAN AND POSITION REPORTS TO E/CAR ATM COMMITTEE That the task to analyse the transmission of Flight Plan data and updated position reports on airborne flights to be used for ATM purposes be transferred to E/CAR ATM Committee.	E/CAR ATM Committee	Information is expected to be received.	Valid
CNS	CONCLUSION 19/21 TRANSFER THE TASK RELATED TO OCEANIC SURVEILLANCE TO E/CAR WORKING GROUP That the task related to oceanic surveillance be transferred to the E/CAR WG.	E/CAR WG	The E/CAR WG noted this Conclusion.	Completed
CNS	CONCLUSION 19/22 PROVISION OF AMHS TECHNOLOGY-RELATED INFORMATION That ICAO provide each E/CAR State/Territory with AMHS technology related information by 28 February 2005.	ICAO NACC	Two Seminars related to ATN-AMHS were held in 2006. The first one was held in Lima, Peru, in September and the second one was held in Santa Cruz, Bolivia in October. The technical information is being published in the websites of the ICAO NACC and SAM Regional Offices	Completed

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
CNS	CONCLUSION 19/23 PROVISION OF AVAILABLE INFORMATION OF DATA LINK TECHNOLOGY That the E/CAR CNS/ATM Committee: a) further investigate the related technical aspects of data link; b) present the findings to the 29 th E/CAR WG Meeting; and c) make a similar presentation to the 20 th E/CAR DCA Meeting.	E/CAR CNS/ATM Committee	E/CAR followed-up on this Conclusion.	Valid
CNS	CONCLUSION 19/24 E/CAR ACTIVITIES FOR GNSS IMPLEMENTATION That the E/CAR CNS/ATM Committee: a) conduct a thorough discussion on the E/CAR activities for GNSS implementation; and b) return the findings to the E/CAR WG for appropriate action by 15 March 2005.	E/CAR CNS/ATM Committee	The E/CAR WG followed-up this Conclusion.	Valid
GEN	CONCLUSION 19/25 AIR NAVIGATION DEFICIENCIES That the Directors of Civil Aviation of the E/CAR: a) commit to the resolution of their air navigation deficiencies; b) submit action plans for those deficiencies not corrected; and c) utilize the on-line CAR/SAM Air Navigation Deficiencies Database for submission of information.	E/CAR States/Territories	Will be dealt with under Agenda Item 3.5	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
AGA	<p>CONCLUSION 19/26 CARIBBEAN REGIONAL CIVIL AVIATION ACCIDENT MASS CASUALTY INCIDENT RESPONSE PLAN (CAR CAAMCIRP)</p> <p>That,</p> <p>a) CDERA coordinate PAHO's continued participation as Rapporteur of the Caribbean MCI Task Force;</p> <p>b) the Caribbean MCI Task Force initial composition include Jamaica, Trinidad and Tobago, United States (US Coast Guard), CDERA, PAHO and ICAO; and</p> <p>c) CDERA, coordinate with the ICAO NACC Office the convening a meeting of the Caribbean MCI Task Force in Barbados in 2005 for the completion of the CAR CAAMCIRP based on the inclusion of the C/CAR States in the existing E/CAR MCI Plan.</p>	<p>CDERA/PAHO's</p> <p>CDERA</p>	<p>It is necessary to redefine the content of this Conclusion with the purpose of considering its validity.</p> <p>Will be dealt with under Agenda Item 4 of this Meeting.</p>	Valid
GEN	<p>CONCLUSION 19/27 NORTH AMERICAN, CENTRAL AMERICAN, AND CARIBBEAN DIRECTORS OF CIVIL AVIATION MEETING</p> <p>That, the Directors of Civil Aviation of the Eastern Caribbean,</p> <p>a) support holding the NACC/DCA/2 Meeting as scheduled in Tegucigalpa, Honduras in the second half of 2005;</p> <p>b) provide the ICAO NACC Office with suggestions for the Agenda;</p> <p>c) consider the results of the E/CAR/WG/29 Meeting electronically;</p> <p>d) if necessary, call for a Meeting of the E/CAR/DCA the day prior to the NACC/DCA/2 Meeting; and</p> <p>e) as appropriate, coordinate joint documentation for the Meeting.</p>			Completed

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
HRS	<p>CONCLUSION 19/28 HUMAN RESOURCES AND TRAINING PLANNING</p> <p>That, the States/Territories that do not have a human resources planning process at the different aeronautical services they provide, consider as an urgent matter the following measures:</p> <p>a) designate and prepare personnel on human resources planning within the responsible units of the different aeronautical services:</p> <p>b) develop a plan on human resources aimed at covering the needs for the next five years, including a training programme for the civil aviation staff involved in the implementation and operation of the new CNS/ATM systems, safety oversight and civil aviation security; and</p> <p>c) develop and submit to the ICAO Regional Office by 31 March 2005 the form shown in the Appendix to this part of the report.</p>	States/Territories	This requires an action.	Valid

REVIEW OF CONCLUSIONS/DECISIONS OF THE GREPECAS/13 MEETING RELEVANT TO E/CAR DCAs

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
GEN	<p>CONCLUSION 13/2 OPERATIONAL SCENARIOS IN THE CAR/SAM REGIONS</p> <p>That States/Territories/International Organizations:</p> <p>a) consider the appropriate CAR and/or SAM scenarios as potential operational scenarios for the implementation of multinational facilities/services;</p> <p>b) in coordination with the respective ICAO Regional Offices, study the most appropriate mechanisms for the implementation of multinational facilities/services in said scenarios;</p> <p>c) as part of the studies to be carried out by the mechanisms mentioned in b) above, a study which includes cost-benefit analysis be made of the regional multinational organisations best suited to manage the multinational facilities/services; and that</p> <p>d) the Regional Offices report to the GREPECAS mechanism on the progress made in the implementation of this conclusion, so that it can be analysed by the Institutional Aspects Task Force.</p>	States/ Territories/ International Organizations	The cooperation arrangements between States/Territories of the E/CAR constitute a good platform for multinational implementation of facilities/services.
MET	<p>CONCLUSION 13/16 COST RECOVERY OF MET SERVICES IN THE CAR/SAM REGIONS</p> <p>That the States/Territories/International Organizations, in coordination with the aeronautical meteorological authorities:</p> <p>a) establish a method for recovering the costs of aeronautical meteorological services provided in their territory, through the application of charges for air navigation services; and</p> <p>b) include the cost related to the reception and provision of WAFS products, especially charges for the replacement or improvement of workstations and the WAFS software required for receiving these products in GRIB and BUFR codes, and maintenance of the ISCS1 (VSAT) workstation.</p>	States/ Territories/ International Organizations	<p>Call upon States to implement a methodology for cost recovery through the application of charges for air navigation services.</p> <p>Valid</p>
MET	<p>CONCLUSION 13/17 SURVEY ON ISCS EFFICACY</p> <p>That ICAO</p> <p>a) consult with CAR/SAM States/Territories in order to develop a list of ISCS focal points; and</p> <p>b) in coordination with the WAFS provider State, develop and send to the focal points a survey on ISCS efficacy.</p>	ICAO	Valid
MET	<p>CONCLUSION 13/18 WAFS IMPLEMENTATION PLAN FOR THE CAR/SAM REGIONS</p> <p>That the WAFS implementation plan for the CAR/SAM Regions be updated as shown in Appendix F to this part of the Report.</p>	ICAO	Completed

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
MET	CONCLUSION 13/19 PROVISION OF RESULTS OF GFS MODEL RUNS BY THE WASHINGTON WAFC That the WAFSOPSG consider the possibility for the Washington WAFC to disseminate the analysis of the Global Forecast System (GFS) model run to user States concerned.	WAFSOPSG	Valid. The WAFSOPSG/3 was carried out in Paris, France, from 26 to 29 September 2006. The meeting will be informed on the results.
MET	CONCLUSION 13/20 PERIODIC TESTS ON VOLCANIC ASH SIGMETS, VOLCANIC ASH ADVISORIES, AND VOLCANIC ASH ASHTAMS OR NOTAMS That ICAO invite the Washington and Buenos Aires VAACs and the CAR/SAM NOFs and MWOs to take active part in periodic tests of SIGMETs (WV), volcanic ash advisories, and volcanic ash ASHTAMs or NOTAMs to be carried out according to the procedures agreed by the AERMET Subgroup.	ICAO	Request certain States to take part to periodic tests related to the correct issuance and dissemination of SIGMETs, volcanic ash advisories, and NOTAMs for volcanic ash (for ASHTAMS). Valid. In the month of August, letters were sent to VAAC Buenos Aires and VAAC Washington with a draft protocol for their approval or comments, inviting to carry out the test.
MET	CONCLUSION 13/21 DESIGNATION OF VOLCANO OBSERVATORIES OF SELECTED CAR/SAM STATES/TERRITORIES That a new Table MET 3C be included in Part VI - MET of the CAR/SAM FASID, listing the volcano observatories of selected CAR/SAM States/Territories, as shown in Appendix H to this part of the Report.	ICAO	Completed.
MET	CONCLUSION 13/22 OPERATIONAL REQUIREMENTS FOR VOLCANO OBSERVATORIES That the IAVWOPSG consider: a) the development, in coordination with the IUGG, of a standard format for messages related to volcanic eruptions that volcano observatories must send to ACCs, MWOs and VAACs; b) based on a) above, inviting the IUGG to consider the adoption of the standard format, and volcano observatories to agree on the adoption of the color code, pursuant to Annex 15, in support of the issuance of ASHTAMs and NOTAMs as messages to alert on the status of a volcano according to Annex 3.	IAVWOPSG	Completed.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
	CONCLUSION 13/23 DEVELOPMENT OF A GUIDE FOR THE DEVELOPMENT OF AERODROMES EMERGENCY PLANS THAT MIGHT BE AFFECTED BY VOLCANIC ASH IN THE CAR/SAM REGIONS That the AERMET Subgroup, in coordination with the Secretariat, develop a Guide for the development of aerodromes emergency plans that may be affected by volcanic ash in the CAR/SAM Regions.	AERMETSG	Valid
MET	CONCLUSION 13/24 DEVELOPMENT OF A SYSTEM FOR EARLY DETECTION OF VOLCANIC ACTIVITY USING REMOTE SENSORS That the IAVWOPSG member from the Buenos Aires VAAC include information on the development of a system for early detection of volcanic activity using remote sensors in the executive report to be presented to the IAVWOPSG/2 meeting.	IAVWOPSG member from the Buenos Aires VAAC	Valid.
MET	CONCLUSION 13/25 FORMATS FOR THE EXCHANGE OF OPMET INFORMATION That a) the Secretariat update the formats used by CAR/SAM States for the coordinated control of OPMET data, taking into account the amendments to FASID Table MET 2A and the OPMET requirements of all the States/Territories of the different ICAO Regions, in accordance with the aforementioned table; and b) based on the coordinated OPMET control to be carried out on 10-16 June 2006, the States use, in addition to the current formats, the format included in Appendix I to this part of the Report.	The Secretariat, States	Completed.
MET	CONCLUSION 13/26 OPMET DATA EXCHANGE REQUIREMENT That the CAR/SAM FASID Table MET 2A be amended to include, in italics, the aerodromes not included in the FASID Table AOP1 of the States that have agreed to send OPMET information to ISCS and SADIS.	ICAO	Completed.
MET	CONCLUSION 13/27 WORKING HOURS OF AERODROMES REQUIRING OPMET DATA EXCHANGE That a) the information on working hours of aerodromes requiring international exchange of OPMET data, as shown in Appendix J to this part of the Report, be updated; and b) based on a), aerodromes working hours be included in the formats used for OPMET exchange.	States/ Territories/ International Organizations	Completed.
MET	CONCLUSION 13/28 GUIDE FOR OPMET INFORMATION EXCHANGE IN THE CAR/SAM STATES That the AERMET Subgroup, in coordination with the Secretariat, develops a Guide for OPMET information exchange in the CAR/SAM Regions.	AERMETSG	Valid.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
MET	CONCLUSION 13/29 PLAN FOR THE MIGRATION OF THE AERONAUTICAL METEOROLOGICAL MESSAGES TO BUFR CODE IN THE CAR/SAM REGIONS That the AERMET Subgroup, in coordination with the CNS Committee of the GREPECAS ATM/CNS/SG, develops a detailed plan for the migration of aeronautical meteorological codes to BUFR codes.	AERMETSG, in coordination with CNS Committee of the GREPECAS ATM/CNS/SG	Valid.
MET	CONCLUSION 13/30 TRAINING ON THE BUFR CODE That, in order to facilitate the migration from the traditional alphanumeric codes (TAC) to the BUFR code, the WMO, in collaboration with ICAO, organize a seminar on the BUFR code and its broadcast, in order to provide training on communication and processing requirements for its implementation in the CAR/SAM Regions.	The WMO, in collaboration with ICAO	ANB/MET to invite the WMO to organize a seminar, in coordination with ICAO, on the operational use of GRIB- and BUFR- coded WAFS products for the States of the CAR/SAM Region. Regional Office, Lima to follow-up with WMO concerning administrative arrangements for the seminar. Valid. The WMO was invited on 27 July 2006.
MET	CONCLUSION 13/31 PROPOSAL FOR THE AMENDMENT OF THE CAR/SAM BASIC ANP/FASID, PART VI - MET That a) the text of Part VI – MET of the CAR/SAM Air Navigation Plan, Volume I, Basic, which appears in Appendix L to this part of the Report, replace the current text of the CAR/SAM ANP, Volume I, Basic (Doc 8733); and b) the CAR/SAM FASID Document on facilities and services be amended as shown in Appendix M to this part of the Report.	ICAO	Completed.
AIS	CONCLUSION 13/38 GUIDANCE MANUAL FOR THE IMPLEMENTATION OF AN AIS/MAP QUALITY SYSTEM IN THE CAR/SAM REGIONS That the States/Territories/International Organizations: a) adopt the “Guidance Manual for the Implementation of an AIS/MAP Quality System in AIS/MAP Services of the CAR/SAM Regions”, shown in Appendix U to this part of the Report; b) adopt the certification and validation procedures for aeronautical data and AIRAC publications contained in Appendices U to this part of the Report; and c) develop the required regulations to identify and designate the civil aviation authorities of each State empowered to certify and/or validate the aeronautical data to be published.	States/ Territories/ International Organizations	- Delegations will inform on the developments achieved on quality issues in their respective Administrations - The Guidance Manual is contained in Appendix U of GREPECAS/13 Meeting Report.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	CONCLUSION 13/39 AIS/MAP QUALITY ASSURANCE SEMINAR That the AIS/MAP Quality Assurance Seminar scheduled within the activities of the ICAO NACC Regional Office as a CAR/SAM regional activity, aimed at disseminating and interpreting the Guidance Manual for the Implementation of an AIS/MAP Quality System for the CAR/SAM Regions, to assist the States/Territories to implement it, be held by November 2005.	States/ Territories/ International Organizations	The mentioned Seminar was held in Santo Domingo, Dominican Republic in October 2005.
AIS	CONCLUSION 13/40 SEMINARS ON THE NEW STANDARDS DERIVED FROM THE AMENDMENTS TO ANNEXES 4 AND 15 IN LINE WITH THE DEVELOPMENT OF CNS/ATM SYSTEMS IN THE CAR/SAM REGIONS That, ICAO NACC and SAM Regional offices, with the support of the States, organize training seminars on the comprehension and interpretation of the tables of quality requirements for aeronautical data and electronic ground and obstacles data, as well as on any other important topic dealing with the new ICAO standards aimed at the development of aeronautical information management (AIM) in the CNS/ATM environment.	States/ICAO	A seminar on this subject is being planned to be carried out on September 2006 as included in the ICAO NACC Activities Programme.
AIS	CONCLUSION 13/41 NEED TO FURTHER AIS/MAP AUTOMATED SYSTEMS That, considering the need for CAR/SAM States/Territories/International Organizations to develop automated systems for exchange of information/data and the resulting application of the aeronautical information management concept, GREPECAS consider: a) that automation of AIS services in the CAR/SAM Regions as an urgent matter necessary to make progress in line with developments related to the CNS/ATM elements that are already being implemented in these Regions; and b) urging ICAO to define the global data model for the exchange of aeronautical information as soon as possible.	GREPECAS/ ICAO	-The ANC/ICAO agrees in the urgency on moving forward in this subject and highlights that GREPECAS and States/Territories/International Organizations wait for the global data model is available on 2007, taking into account that the Secretariat/ICAO has advanced on this matter. -To take note on the AIS/MAP Global Congress planned to be held in June 2006, Spain where it is expected to deal some of this items.
AIS	CONCLUSION 13/42 ACTION TO ENSURE THE AVAILABILITY OF NOTAM INFORMATION OF THE CAR/SAM REGIONS That, considering the difficulties faced by some CAR/SAM States/Territories to implement National NOTAM Data Banks (NASCs) in their AIS services (see Appendix W to this part of the Report), it would be advisable to take the necessary actions: a) to coordinate operational agreements aimed at ensuring at all times the storage and effective availability of NOTAM information in the CAR/SAM Regions; b) so that the agreements between States/Territories/International Organizations mentioned under paragraph a) be coordinated and adopted as shown in Appendix X to this part of the Report; and c) so that these may be established, formalized and implemented as soon as possible, as appropriate.	States/ Territories/ International Organizations	-The Delegations will inform on the measures taken on this matter in their respective Administrations. -To take note that the information to carry out these agreements is contained in Appendix X of the GREPECAS/13 Meeting Report.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	<p>CONCLUSION 13/43 AVAILABILITY OF THE MAPPING SYMBOLS GUIDANCE MANUAL IN THE WEB PAGE</p> <p>That ICAO NACC and SAM Regional Offices incorporate in their respective web pages the Cartographical Symbols Guidance Manual including the requirements of colours and hypsometric tints representing the surface and other data, as well as the model sheets of charts 1:1,000,000 and 1:500,000.</p>	ICAO	It is expected that on March 2006 the mentioned symbols be incorporated in the respective web page.
AIS	<p>CONCLUSION 13/44 AVAILABILITY OF ELECTRONIC TERRAIN AND OBSTACLE DATA IN THE CAR/SAM REGIONS</p> <p>That, taking into consideration that the SARPs contained in Chapter 10 of ICAO Annex 15 introduce the requirement regarding the availability of electronic terrain and obstacle data between 2008 and 2010, and that the compliance of that requirement is essential to support the electronic aeronautical charts display (Annex 4, Chapter 20), States/Territories/International Organizations of the CAR and SAM Regions should take, individually or collectively, the required actions to ensure:</p> <p>a) the availability, in digital format, of all terrain and obstacle data as well as all other aeronautical, geographical and geodesic information/data, of high quality and integrity, as required by ICAO Annex 15;</p> <p>b) the electronic aeronautical charts display, in direct support to GNSS and WGS-84 compliant, and</p> <p>c) the availability of databases aimed at ensuring the electronic availability of all aeronautical information/data required by civil aviation.</p>	States/ Territories/ International Organizations	To take note that these subjects are also considered under the Technical Cooperation Regional Project for aeronautical charts.
AIS	<p>CONCLUSION 13/45 SPECIAL IMPLEMENTATION PROJECT (SIP) FOR TRAINING IN ELECTRONIC AERONAUTICAL DATA</p> <p>That, taking into consideration that the AIS/MAP personnel need to obtain greater knowledge on required techniques for the availability and supply of electronic aeronautical data, ICAO NACC and SAM Regional Offices, are urged to promote the development of a Special Implementation Projects (SIP), addressed to provide training in the following subjects:</p> <p>a) Geographic Information System (GIS);</p> <p>b) Terrain Digital Models System (TDM);</p> <p>c) Electronic Chart Display and Information Systems (ECDIS);</p> <p>d) platform and tools required for the supply of Electronic Terrain and Obstacles Data;</p> <p>e) electronic aeronautical charts display under a global reach, in direct support of GNSS; and,</p> <p>f) reliable procedures and methods to ensure the quality and integrity of the aeronautical, geographical and geodesic information/data for civil aviation use.</p>	States/ Territories/ International Organizations	The NACC and SAM Offices have proceeded in accordance and it is expected that HQs approved this SIP Project, which has already the ANC/ICAO's support.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	<p>CONCLUSION 13/46 ICAO/PAIGH PROJECT FOR THE PRODUCTION OF AERONAUTICAL CHARTS</p> <p>That, taking into consideration the difficulties experienced in general in the CAR/SAM Regions regarding the production of Aeronautical Charts required in Annex 4, and the GEASA initiative to sponsor the preliminary studies, and the feasibility to obtain funds from IFFAS, GREPECAS:</p> <p>a) approve the development of a project for the production of aeronautical charts under PAIGH and ICAO technical cooperation schemes;</p> <p>b) establish PAIGH/ICAO Aeronautical Charts Working Group to carry out, specifically, the development of the ICAO/PAIGH draft Technical Co-operation project for the production and implementation of the 1:000,000 and 1:500,000 VFR aeronautical charts under the Terms of Reference and Work Programme presented in the Appendix A to Agenda Item 5 of the AIS/MAP/SG/9 Meeting Report;</p> <p>c) incorporate the aeronautical information management (AIM) concept into the terms of reference of the project, for its study at regional level;</p> <p>d) designate the Secretary of the AIS/MAP Subgroup to coordinate with PAIGH, with TCB and with any other body related with fostering the Project; and</p> <p>e) urge the Task Force to initiate actions as soon as possible and to develop the draft project.</p>	States/ Territories/ International Organizations/ ICAO/IPGH/ TCB	<p>- Coordination is being carried out with TCB and PAIGH, and a draft project is being prepared for the Working Group formed under GREPECAS mechanism, as a previous step to be presented to States' considerations.</p> <p>- The ANC and the President of the Council of ICAO have supported this project in order that TCB fosters and assumes its execution.</p>
AIS	<p>CONCLUSION 13/47 GENERAL GUIDE FOR AIS/MAP PERSONNEL LICENCING</p> <p>That the States/Territories/Organizations, in order to ensure the level of quality and integrity required in the provision of services:</p> <p>a) consider licensing AIS/MAP specialists, using as a reference the requirements contained in the General Guide for AIS/MAP Personnel Licensing, as shown in Appendix AB to this part of the Report.</p> <p>b) urge ICAO to include AIS/MAP personnel licensing requirements in ICAO Annex 1, as agreed by the AIS/MAP Divisional Meeting held in 1998;</p>	States/ Territories/ International Organizations	<p>-Paragraph a): Delegations will inform on the measures taken on this matter in their respective Administrations.</p> <p>- Paragraph b): The ANC/ICAO requested the General Secretariat to consider the inclusion of AIS/MAP Personnel Licensing in Annex 1, as agreed in the AIS/MAP Divisional Meeting held in 1998.</p>

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	<p>CONCLUSION 13/48 INFORMATION ON THE STATUS OF IMPLEMENTATION OF FASID-AIS TABLE REQUIREMENTS</p> <p>That, taking into account the need to implement the AIS/MAP requirements contained in the FASID AIS Tables:</p> <p>a) CAR/SAM States/Territories/International Organizations, based on the eight (8) AIS Tables contained in Part VIII (AIS/MAP) of the CAR/SAM Plan, Vol. II, FASID (Facilities and Services), submit to ICAO NACC and SAM Offices, as appropriate, by 31 March 2006, all information related to the status of implementation of the AIS/MAP requirements contained in the aforementioned tables; and</p> <p>b) based on the information submitted pursuant to paragraph a) above, ICAO NACC and SAM Regional Offices foster the holding of coordination and implementation meetings, so that the States/Territories concerned may address the status of implementation of FASID Table requirements in an effective and coordinated manner.</p>	States/ Territories/ International Organizations/ ICAO	<p>- Delegations will inform on the measures taken or that will be taken on this matter in their respective Administrations.</p> <p>- The NACC/ICAO Office will follow up this issue.</p>
AIS	<p>CONCLUSION 13/49 IMPLEMENTATION AND INCORPORATION OF FASID TABLE AIS-4 IN THE AIR NAVIGATION PLAN</p> <p>That, pursuant to Conclusion 12/5 (Development of the FASID Table AIS-4) of the CAR/SAM/3 RAN Meeting (Buenos Aires, Argentina, October 1999), action be taken so that:</p> <p>a) the model of the FASID Table AIS-4, is submitted to the Air Navigation Commission as a proposal to include said table in the CAR/SAM Air Navigation Plan, Part VIII (AIS/MAP), Vol. II, FASID (Facilities and Services); and</p> <p>b) CAR/SAM States/Territories that have not provided information for the FASID Table AIS-4 for submission to GREPECAS/13, submit to the ICAO NACC and SAM Offices, as appropriate, no later than 30 June 2006, all relevant data required to complete the FASID Table AIS-4, and, to that end, use the model shown in Appendix AC to this part of the Report</p>	States/ Territories/ International Organizations	<p>- Delegations will inform on the measures taken or that will be taken on this matter in their respective Administrations.</p> <p>- The NACC/ICAO Office will follow up this issue.</p>

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	<p>CONCLUSION 13/50 STUDY AND APPLICATION OF THE AERONAUTICAL INFORMATION MANAGEMENT (AIM) CONCEPT IN THE CAR/SAM REGIONS</p> <p>That</p> <p>a) the AIS/MAP Subgroup begin the necessary studies for the planning and development of the AIM system in the AIS/MAP services of the CAR/SAM Regions, and, to this end, include it as a primary task in its work programme, based on the Global Air Navigation Plan for CNS/ATM systems, and the recommendations of the Eleventh Air Navigation Conference;</p> <p>b) States/Territories/International Organizations and ICAO Regional Offices jointly schedule for 2006 activities to teach and analyze the scope of the Eleventh Air Navigation Conference concerning the role of aeronautical information services within the global ATM operational concept; and</p> <p>c) States/Territories/International Organizations take the necessary measures and the corresponding action for applying the AIM concept in the respective AIS/MAP services in the CAR/SAM Regions.</p>	GREPECAS AIS/MAP Subgroup/ States/Territories /International Organizations/ ICAO	Hqs have informed that the second amendment to the Global Air Navigation Plan is already prepared and includes the concepts of the Eleventh Air Navigation Conference, which reviewed version will be distributed to States in March 2006.
AIS	<p>CONCLUSION 13/51 APPLICATION OF THE HUMAN FACTORS PRINCIPLES TO AERONAUTICAL INFORMATION MANAGEMENT</p> <p>That, considering the evolution of aeronautical information management, its level of automation, its effect on operational procedures, and its direct relevance to flight operations safety, the AIS/MAP Subgroup:</p> <p>a) take the necessary steps to develop human factors principles for aeronautical information management and for their application in the respective AIS/MAP services;</p> <p>b) develop a manual containing guidelines on human factors for aeronautical information management, and an implementation plan, based on the relevant ICAO documentation. The aforementioned manual and plan will be presented to the GREPECAS/14 Meeting; and</p> <p>c) schedule, in coordination with ICAO Regional Offices and the States/Territories and International Organizations, activities aimed at teaching and analysing the repercussion of human factors on the new air navigation systems.</p>	GREPECAS AIS/MAP Subgroup/ States/Territories /International Organizations/ ICAO	The AIS/MAP Subgroup Secretary will produce a scheme for the development of these principles in the aeronautical information services, which will be submitted to the consideration of the Subgroup

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
AIS	<p>CONCLUSION 13/52 GUIDANCE MATERIAL FOR NOTAM CONTINGENCY PLANS</p> <p>Urge States/Territories/Organizations to:</p> <p>a) take action to comply with Conclusion 12/99 of GREPECAS/12, in order to further the establishment and implementation of NOTAM contingency plans to support ATM Contingency Plans, and</p> <p>b) consider adopting the NOTAM contingency plan of the Havana FIR, shown in Appendix AE to this part of the Report, and the experience of Cuba and COCESNA as guidance material for the establishment of operational agreements in this area.</p>	States/ Territories/ International Organizations	<p>Administrations are encouraged to implement these plans adopting the guidance material contained in Appendix AE of the GREPECAS/13 Final Report.</p> <p>-Delegations will inform on this matter the measures taken on their respective Administrations.</p>
ATM/CNS	<p>CONCLUSION 13/53 INFORMATION REQUEST ON AIRCRAFT CAPABILITY TO OPERATE SSR IN MODE S, ADS AND ADS-B</p> <p>That ICAO,</p> <p>a) request information from IATA on their airlines members capability to operate with Mode S transponders with elementary and enhanced capacity, as well as with ADS and ADS-B; and</p> <p>b) collect information from the States/Territories/International Organizations on the existing and planned ATC automation systems capabilities to support ADS-B systems.</p>	ICAO	The questionnaire has been sent.
ATM/CNS	<p>DECISION 13/54 TARGET DATES, UPDATED STRATEGY AND PLAN FOR ADS AND ADS-B IMPLEMENTATION</p> <p>That, based on the target dates and proposal for a strategy for the implementation of ADS and ADS-B systems developed by the Fourth Meeting of the CNS Committee, and on studies initiated by the ATM Committee, the ATM and CNS Committees:</p> <p>a) review and compile the results obtained from both Committees, aimed at preparing a consolidated proposal for target dates and updated regional strategy for ADS and ADS-B systems regional implementation;</p> <p>b) also propose actions to develop an initial ADS and ADS-B implementation plan; and</p> <p>c) present the results of the work referred to in a) and b) above to the Fifth Meeting of the ATM/CNS Subgroup.</p>	ATM and CNS Committees	In accordance with the Global Planning Initiatives (GPIs), a Regional Strategy has been developed and will be forwarded to GREPECAS/14.
ATM	<p>CONCLUSION 13/56 RNAV/RNP ACTION PLAN MODEL FOR EN-ROUTE AND TERMINAL AREA OPERATIONS</p> <p>That States/Territories and International Organizations and the RNAV/RNP Implementation Groups use the RNAV/RNP action plan model for RNAV/RNP – En-Route Operations and Terminal Area implementation, presented in Appendices AF to this part of the Report.</p>	States/ Territories/ International Organizations	Ongoing

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
ATM	CONCLUSION 13/57 RNAV/RNP QUESTIONNAIRE That, considering RNAV/RNP implementation in the CAR/SAM Regions, ICAO collect from States/Territories and International Organizations, among others, information requested by other implementation programmes, which are presented in Appendix AG to this part of the Report, by 31 January 2006 .	ICAO	The questionnaire has been sent. Some States sent information on their implementation progresses.
ATM	CONCLUSION 13/58 MONITORING OF RVSM OPERATIONS That CAR/SAM States and International Organizations continuously monitor RVSM operations, mainly those who opted for a non-exclusionary RVSM airspace.	States/ Territories/ International Organizations	Requires action from States.
ATM	CONCLUSION 13/59 ESTABLISHMENT OF STATE DATA BANKS (SDB) That civil aviation authorities of the CAR/SAM Regions establish their own domestic RVSM database (SDB) in order to facilitate the identification of the RVSM approval status of aircraft registered in the State, and wherever possible, make the information available through the Internet.	States/ Territories/ International Organizations	Requires action from States.
ATM	CONCLUSION 13/60 MINIMUM MONITORING REQUIREMENTS That, the States/Territories/International Organizations update their minimum monitoring requirements in accordance with the table depicted in Appendix AH to this part of the Report.	States/ Territories/ International Organizations	Requires action from States.
ATM	CONCLUSION 13/61 MEASURES TO REDUCE OPERATIONAL ERRORS IN THE ATC COORDINATION LOOP BETWEEN ADJACENT ACCs That, taking into account the impact that operational errors in the ATC coordination loop between adjacent ACCs have on safety, the CAR/SAM States/Territories/International Organizations agree: a) to adopt, as a matter of urgency, the appropriate measures described in Appendix AI to this part of the Report, in order to reduce LHDs caused by errors in ATC-unit-to-ATC-unit traffic coordination messages by at least 50% by December 2005 , with a view to reaching the optimum operational efficiency; b) to continue with the efforts and programmes in order to reach 100% operational efficiency of their ATC coordination; and c) that ICAO coordinate, assist in, a follow-up the implementation of such remedial action and report the results of the effort to reduce this error to the 6 th Meeting of the ATM Committee.	States/ Territories/ International Organizations	a) and b) ATM Committee is monitoring. c) ICAO is providing assistance through Meetings/Seminars.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
ATM	<p>CONCLUSION 13/62 ADOPTION AND UTILIZATION OF THE FORM FOR REPORTING LARGE HEIGHT DEVIATIONS (LHD)</p> <p>That:</p> <p>a) CAR/SAM States/Territories/International Organizations adopt the form for reporting large height deviations (LHD) presented in Appendix AJ to this part of the Report; and take the necessary measures to include it in the corresponding AIP.</p> <p>b) States/Territories/International Organizations send the reports to CARSAMMA by the 10th of each month, even if no LHD reports occur; and</p> <p>c) the ICAO Secretariat take the appropriate measures to include the form in the Latin American Aeronautical Regulations (LAR).</p>	States/ Territories/ International Organizations ICAO	The form is available at the CARSAMMA web page.
ATM	<p>DECISION 13/64 CENTRALIZED ATFM OBJECTIVES, PRINCIPLES AND FUNCTIONS AND REQUIREMENTS FOR ITS IMPLEMENTATION</p> <p>That:</p> <p>a) Centralized ATFM objectives, principles and functions presented in Appendix AL to this part of the Report be adopted, and</p> <p>b) That during the implementation process, requirements presented in Appendix AM to this part of the Report be considered.</p>	States/ Territories/ International Organizations	A follow-up was carried out by the GREPECAS ATM Committee.
ATM	<p>DECISION 13/65 MODEL ACTION PLAN FOR ATFM IMPLEMENTATION IN THE CAR/SAM REGIONS</p> <p>That the ATFM Implementation Groups consider the model action plan shown in Appendix AN to this part of the Report.</p>	ATFM Implementation Groups	Will be reviewed under the Agenda Item 3.3 of this Meeting.
ATM	<p>CONCLUSION 13/66 NATIONAL PLANS FOR ATFM IMPLEMENTATION IN THE CAR/SAM REGIONS</p> <p>That, in order to achieve an integrated, harmonious and timely implementation, the CAR/SAM civil aviation administrations closely follow-up on the regional development of AFTN and, at the most convenient time, develop a national plan for ATFM implementation compatible with the Caribbean and South American Regions ATFM implementation programmes.</p>	States/ Territories/ International Organizations	Will be reviewed under Agenda Item 3.3.
ATM	<p>CONCLUSION 13/67 ATFM EVENTS</p> <p>That:</p> <p>a) ICAO, with the support of CAR/SAM States/Territories and International Organizations, organize different events, with the aim of examining all aspects related with ATFM planning and implementation; and</p> <p>b) States/Territories and International Organizations be encouraged to participate in such activities.</p>	ICAO States/ Territories/ International Organizations	An ATM Seminar in Tegucigalpa, Honduras (27-31 March 2006), a NAM/CAR ATM and ATFM/TF/2 Meetings were carried out where necessary aspects were discussed for its implementation.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
ATM	<p>CONCLUSION 13/68 ATM CONTINGENCY PLANS FOR THE CAR/SAM REGIONS</p> <p>That CAR/SAM States/Territories/International Organizations that have not yet done so:</p> <p>a) develop their ATM contingency plans for their airspace under their jurisdiction;</p> <p>b) establish bilateral or multi-lateral agreements with States/Territories/International Organizations responsible for the adjacent airspace, in coordination with the ICAO Regional Offices, in order to develop an ATM Contingency Plan, using the guidelines presented in Appendix AO to this part of the Report; and</p> <p>c) send to the corresponding ICAO Regional Office a copy of their ATM Contingency Plan by 30 June 2006.</p>	States/ Territories/ International Organizations	<p>a) and b) Actions for the States/Territories/International Organizations.</p> <p>c) In order to develop a Regional Catalogue, the NACC Office is gathering information, according to the ICAO Council requirement.</p>
ATM	<p>DECISION 13/69 EFFICIENCY IN THE USE OF FUEL</p> <p>That the GREPECAS ATM/CNS Subgroup, in the development of its activities, continue taking into account the aspects related with efficiency in the use of fuel.</p>	GREPECAS ATM/CNS Subgroup	Studies are in progress.
CNS	<p>CONCLUSION 13/70 ESTABLISHMENT OF AGREEMENTS TO ACHIEVE THE MEVA II – REDDIG INTERCONNECTION/INTEROPERATION</p> <p>That, the MEVA II and REDDIG Networks Team Management Groups carry out a coordination meeting before 31 March 2006, coordinated through the NACC and SAM Regional Offices, aimed at studying and proposing the establishment of technical and institutional agreements for MEVA II and REDDIG interconnection/interoperation taking into consideration the feasibility analysis of the following alternatives:</p> <p>a) establishment of a Memorandum of Understanding (MOU) to achieve homogeneous interoperation between the indicated digital networks, taking into consideration the objectives and principles specified in Appendix AR to this part of the Report;</p> <p>b) analyze the convenience of establishing the following additional interconnection/interoperations:</p> <ul style="list-style-type: none"> • A REDDIG node in Tegucigalpa (COCESNA), Honduras. • A dedicated ground digital circuit between a MEVA II node (Honduras or San Juan, Puerto Rico) and a REDDIG node (Bogotá or Maiquetía). • A MEVA II node in Maiquetía (Venezuela). <p>c) Other possible solutions.</p>	MEVA/REDDIG Members	Two MEVA II / REDDIG Meetings have been held this year. This matter is being studied on an On-going basis in order to achieve a short-term interconnection.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
CNS	<p>CONCLUSION 13/71 UPDATE AND IMPLEMENTATION OF THE VHF, HF AND SATELLITE VOICE COMMUNICATION OF THE AMS AND AMSS PLAN</p> <p>That States/Territories/International Organizations:</p> <p>a) executing action plans to improve or mitigate the VHF and HF/AMS coverage in their respective airspace, promote their execution by defining an implementation target date, as soon as possible;</p> <p>b) examine and recommend actions to complete the implementation of the required satellite voice communication and if appropriate, propose updating the regional Plan (FASID Table CNS 2A); and</p> <p>c) keep the ICAO NACC or SAM offices informed, as appropriate, on the progress of the actions described in items a) and b) of this Conclusion, so that these actions finalize by 30 May 2006.</p>	States/ Territories/ International Organizations	It is expected that E/CAR States/Territories have already taken note of this Conclusion. The Fifth Meeting of the ATM/CNS Subgroup followed-up this Conclusion.
CNS	<p>CONCLUSION 13/72 REGIONAL STRATEGY FOR UPDATING EVOLUTIONARY IMPLEMENTATION OF THE AIR-GROUND DATA LINKS PLAN</p> <p>That, for the evolutionary implementation of air-ground data links, States/Territories/International Organizations:</p> <p>a) carry out activities aimed at the deployment of air-ground data links based on the Regional strategy for updating and implementing the air-ground data links, made up of the Activities Plan and the Programme for the implementation presented in Appendices AW and AX respectively to this part of the Report;</p> <p>b) review and suggest updates to the corresponding parts of the air-ground data link implementation Plan of the CAR/SAM Regions contained in the FASID Table CNS2A based on the Regional strategy mentioned in the above paragraph a); and</p> <p>c) inform the ICAO NACC or SAM Office, before 30 May 2006, the results of the of the actions described in items b) of this Conclusion.</p>	States/ Territories/ International Organizations	It is expected that E/CAR States/Territories have already taken note of this Conclusion. The Fifth Meeting of the ATM/CNS Subgroup followed-up this Conclusion.
CNS	<p>CONCLUSION 13/75 REQUEST FOR INFORMATION ON PLANS TO IMPLEMENT ATN GROUND-GROUND APPLICATIONS</p> <p>That,</p> <p>a) based on the Table contained in the Appendix AZ to this part of the Report, the States, Territories and International Organizations, that have not yet done so, provide detailed information on the requirements and plans to implement the ATN ground-ground applications, such as AMHS and AIDC; and</p> <p>b) the replies to the action in item a) above be submitted to the ICAO NACC or SAM offices, as appropriate, so that they be received before 28 April 2006.</p>	States/ Territories/ International Organizations	It is expected that E/CAR States/Territories have already taken note of this Conclusion. The Fifth Meeting of the ATM/CNS Subgroup followed-up this Conclusion.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
CNS	<p>CONCLUSION 13/79 DEVELOPMENT OF NATIONAL PLANS TO PRIORITIZE THE AMHS AND AIDC IMPLEMENTATION AND CONTRIBUTE TO ATM AUTOMATION</p> <p>That the States/Territories/International Organizations develop their respective national plans for the prioritization of the AMHS and AIDC implementation, based on the ATN routers table, the ATN ground-ground applications plan, and the regional AMHS addressing plan, and relevant ATN – AMHS regional documentation, also contributing to the progress towards the development of ATM automation supporting air traffic services.</p>	States/ Territories/ International Organizations	It is expected that E/CAR States/Territories have already taken note of this Conclusion. The Fifth Meeting of the ATM/CNS Subgroup followed-up this Conclusion.
CNS	<p>CONCLUSION 13/81 ICAO GUIDELINES FOR THE USE OF THE PUBLIC INTERNET IN SUPPORT OF AERONAUTICAL APPLICATIONS</p> <p>That, States/Territories/International Organizations of the CAR/SAM Regions that consider the use of the public Internet in support of aeronautical applications, take into account and apply the “<i>Guidelines for the Use of the Public Internet for Aeronautical Applications</i>” contained in ICAO Manual Ref.: Doc 9855.</p>	States/ Territories/ International Organizations	It is expected that E/CAR States/Territories have already taken note of this Conclusion.
CNS	<p>CONCLUSION 13/84 STUDIES FOR A CAR/SAM REGIONAL SBAS SOLUTION</p> <p>That, since it is technically and operationally impracticable to extend the existing SBAS systems (WAAS and EGNOS) to the CAR/SAM Regions, according to the studies carried out, States, Territories and International Organizations:</p> <p>a) are urged to continue introducing the GNSS in an evolutionary and coordinated manner, according to the ICAO global plan; conducting the studies for a regional SBAS solution consistent with the requirements and characteristics of the CAR/SAM Regions; and applying other augmentations, also taking into account that added benefits should help to justify the cost of reaching the ultimate goal of migrating to the GNSS once ground-based aids are dismantled;</p> <p>b) are urged to withdraw from the work programmes of projects RLA/00/009 and RLA/03/902 - Phase II, those tasks related to studying the feasibility of extending the current EGNOS and WAAS to the CAR/SAM Regions;</p> <p>c) that participate in regional projects RLA/00/009 and RLA/03/902 under the coordination of the GNSS Task Force, are urged to coordinate their efforts and actions in pro of the study of a SBAS solution; and</p> <p>d) interested in participating in the activities of Project RLA/03/902, are urged to consider the revised quotas for joining this project.*</p> <p><i>*Note: The revised quotas for States/Organizations to join Phase II of Project RLA/03/902, are based on the following criteria:</i></p> <p>a) <i>Members of Project RLA/00/009: US\$25,000</i></p> <p>b) <i>other States/Organizations: US\$35,000</i></p>	States/ Territories/ International Organizations	It is expected that E/CAR States/Territories follow-up this Conclusion.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
CNS	<p>CONCLUSION 13/85 FOSTER THE USE OF GNSS IN DIVERSE SECTORS OF THE STATES</p> <p>That States/Territories/International Organizations foster the use of GNSS in diverse sectors of their respective States and disseminate the results of the studies on the solution of SBAS.</p>	States/ Territories/ International Organizations	It is expected that E/CAR States/Territories take note of this Conclusion.
CNS	<p>CONCLUSION 13/87 ADS-B TRIALS PROGRAMME IN THE CAR/SAM REGIONS</p> <p>That, States/Territories/International Organizations in collaboration with the airspace users, establish and execute an ADS-B trials programme using the available technology and services, aimed at improving the ADS-B knowledge and evaluating the benefits for the Air Traffic Management in the CAR/SAM Regions.</p>	States/ Territories/ International Organizations	Eastern Caribbean States are urged to carry out ADS-B trials in the Eastern Caribbean Area.
CNS	<p>CONCLUSION 13/88 PROPOSAL FOR AMENDMENT TO THE REGIONAL SAC ASTERIX CODE ASSIGNMENT PLAN</p> <p>That ICAO proceed to amend the SAC ASTERIX code assignment plan in order that the French Territories, Guadeloupe, Martinique and French Guiana use the 08 hexadecimal code which is the SAC code assigned for France, as presented in Appendix BJ to this part of the Report.</p>	States/ Territories/ International Organizations	The Amendment mentioned in this Conclusion has been made.
CNS	<p>CONCLUSION 13/89 SUPPORT OF STATES IN THE CAR/SAM REGIONS TO THE ICAO POSITION FOR THE ITU WRC-2007</p> <p>That the Civil Aviation Administrations of the States of the CAR/SAM Regions, that not yet have done it, adopt the following measures to support the ICAO position for the ITU WRC-2007, in order to protect the aeronautical radiofrequency spectrum for radio-communications and radionavigation systems required for current and future safety-of-flight applications:</p> <p>a) designate a focal point or a contact person with the respective national authority of radio-frequency spectrum management, in order to incorporate ICAO position which is presented as the Attachment to States Letter Ref.: E 3/5-05/85, dated 12 August 2005, when developing the State's position for the WRC-07, as well as with ICAO for the coordination of matters related with the mentioned conference;</p> <p>b) participate in an active manner in the preparatory work for the WRC-07 in the CITEL meetings of the Organization of American States (OAS);</p> <p>c) participate in an active manner, whenever possible, in meetings and other activities convened by ICAO regarding the WRC-07; and</p> <p>d) ensure that, to the extent possible, representatives from civil aviation administrations are included in the national delegations to the conference to support ICAO position during the WRC-07.</p>	States/ Territories/ International Organizations	It is important that E/CAR States take appropriate action based on this Conclusion.

AREA	CONCLUSION/DECISIONS	ACTION FOR	COMMENTS AND FOLLOW-UP
GEN	<p>CONCLUSION 13/90 REGIONAL ACTION FOR RESOLVING THE DEFICIENCIES RELATED TO AERODROME MAINTENANCE</p> <p>That ICAO approve a Special Implementation Project (SIP) for the CAR/SAM Regions, in order to provide regional measures for resolving the deficiencies related to aerodrome maintenance in preparation for the systemic USAOP audits.</p>	ICAO	Will be dealt with under Agenda Item 3.5 and 3.6
GEN	<p>DECISION 13/91 FOCAL POINTS FOR GANDD COORDINATION</p> <p>That the CAR/SAM Regional Offices designate their respective focal points for coordinating the GANDD with the States/Territories/International Organizations, as follows: SAM Office, Mr. Arturo Martínez, am@lima.icao.int and NACC Office, Mr. Gabriel Meneses, gmeneses@mexico.icao.int.</p>	ICAO	ICAO NACC Office has not yet received all the focal points of the States/Territories/International Organizations.
GEN	<p>CONCLUSION 13/92 ACTION FOR RESOLVING URGENT AIR NAVIGATION DEFICIENCIES</p> <p>That, with a view to resolving air navigation deficiencies, especially those that might have a negative impact on safety, States/Territories/International Organizations that have not yet done so:</p> <p>a) develop and implement an Action Plan for each deficiency, based on the format presented in the Appendix E to this part of the Report, specifying corrective measures, the completion date, and assigning the necessary resources;</p> <p>b) submit the action plan to the ICAO Regional Offices, no later than 30 June 2006, indicating any difficulties encountered;</p> <p>c) consider as a maximum two years (31 December 2007) for the elimination of “urgent” deficiencies, at which point the “last resort action” will be considered (GREPECAS Decision 12/124); and</p> <p>d) make utmost use of the GANDD.</p>	States/ Territories/ International Organizations	This will be dealt with under Agenda Item 3.6 of this Meeting.
ATM	<p>CONCLUSION 13/93 FOLLOW UP OF ATM DEFICIENCIES</p> <p>That ICAO, together with IATA, IFALPA and IFATCA, prepare a survey to follow-up and verify the status of the deficiencies related to aeronautical phraseology and the use of the English language in the CAR/SAM Regions.</p>	ICAO, IFALPA and IFATCA	Ongoing.
GEN	<p>DECISION 13/94 AIR NAVIGATION DEFICIENCIES PRESENTED BY IATA</p> <p>That:</p> <p>a) IATA make a thorough review of the list of deficiencies presented to the Meeting and send it to the corresponding Regional Offices within a period not to exceed three weeks;</p> <p>b) upon receiving said deficiencies, ICAO send them to the corresponding States for their validation within a period of two months; and</p> <p>c) the Regional Offices enter those deficiencies, as validated by the States, in the GREPECAS Air Navigation Deficiencies Database.</p>	IATA ICAO	Ongoing

APPENDIX C

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

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

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	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 Annexes were duly amended.	Completed.	Note
GEN	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	Superseded by NACC/DCA/2 Conclusion 2/28	Superseded.	Take note
HRT	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;	States / Territories	Superseded by NACC/DCA/2 Conclusion 2/27.	Superseded	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
	<p>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;</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, <i>no later than 31 January 2003</i>; 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>				
HRT	<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	Superseded by NACC/DCA/2 Conclusion 2/27	Superseded	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AVSEC	CONCLUSION 1/28 AVIATION SECURITY That States and Territories: a) commit towards full implementation of the multilateral conventions on aviation security and the ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) as well as ICAO Assembly Resolutions and Council Decisions relating to aviation security and safety; b) participate actively in implementation of the ICAO <i>Aviation Security Plan of Action</i> , including the training and audit processes and necessary follow-up; c) endorse the GREPECAS Aviation Security Committee establishment, draft Terms of Reference and draft conclusions and decisions of its first meeting; and d) commit to active support and cooperation in regional aviation security activities.	States/ Territories	Continuous Process a) A survey needs to be conducted in about 12 months to determine if contracting states in the region have ratified all the multilateral conventions on aviation security.	Valid	Follow-up
GEN	CONCLUSION 2/1 SUPPORT FOR THE EXECUTION OF RECOMMENDATIONS / CONCLUSIONS OF GLOBAL, REGIONAL AND SUB-REGIONAL MEETINGS That NACC States/Territories/International Organizations, with a view to continuing the development of air navigation systems meeting civil aviation needs and increasing the efficiency and safety of air navigation: a) optimize the support and attention to the implementation of Recommendations/ Conclusions of the Global, Regional and Sub-regional Meetings regarding AGA, AIS/MAP, ATM, CNS, MET and MCI/SAR fields; b) consider the issues included in the Appendix to this part of the report as the main working guidelines; and c) establish the appropriate coordination and bilateral or multilateral cooperation agreements for the purposes expressed in the items above.	States/ Territories/ International Organizations	Optimized the support to the implementation of the Recommendations/Conclusions oriented towards the development of air navigation spheres, considering the Appendix as the main working guidelines.	Valid	Take note
AIS	CONCLUSION 2/2 PROPOSAL FOR THE EXECUTION OF A WGS-84 SPECIAL IMPLEMENTATION PROJECT (SIP) FOR THE CAR REGION That the ICAO NACC Office submits to the ICAO Council a proposal for the development of a WGS-84 SIP in the CAR Region.	ICAO NACC Office	-Since only one SIP is approved per matter in each region the current one was addressed to aeronautical charts-electronic data -A seminar will be carried out be to this respect in Dominican Republic in November 2006	Valid	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
OPS	CONCLUSION 2/3 PAN AMERICAN AVIATION SAFETY TEAM (PAAST) That States, Territories and International Organizations: a) encourage safety personnel, air carrier, general aviation, and military pilots, airport operators, and air traffic controllers to actively participate in the PAAST programme; and b) consider incorporating safety programmes, such as ALAR and RIPP, as regulatory elements for pilot and controller licensing.	States/ Territories/ International Organizations	The next Meeting is scheduled in Miami, Fla. USA in February 2007).	Valid	Take note
				Valid	Take note
AVSEC/ AIS	CONCLUSION 2/4 WHTI/GEASA ACTIVITIES That States/Territories/International Organizations: a) consider the GEASA group as an important means to provide support for regional technical cooperation; and b) participate in GEASA activities as deemed appropriate.	States/ Territories/ International/ Organizations	GEASA studies the request suggested by the ICAO NACC Office in order to support the development of the technical cooperation project to improve the AIS/MAP systems.	Valid	Take note
OPS	CONCLUSION 2/5 UNIFIED STRATEGY TO RESOLVE SAFETY-RELATED DEFICIENCIES That the Directors of Civil Aviation of States and Territories as well as International Organizations from the CAR Region agree to: a) fully participate in the unified strategy implementation plan for the resolution of safety-related deficiencies, and b) provide, as requested, assistance to States outside of the CAR Region.	States/ Territories/ International/ Organizations	Ongoing	Valid	Take note
OPS	CONCLUSION 2/6 IASDEX PROGRAMME That States/Territories recognize the importance of safety data sharing initiatives such as the IASDEX programme, and are encouraged to express interest to the FAA in possible future participation in this specific initiative.	States/ Territories	Ongoing	Valid	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
OPS	CONCLUSION 2/7 ENHANCEMENT OF THE AVIATION SAFETY CULTURE The Directors from the NAM/CAR States, Territories and International Organizations, in agreement of the necessity and importance of a safety culture, resolved to: a) comply with ICAO safety requirements as elements for a safety culture, and b) commit to taking other appropriate measures for the enhancement of the aviation safety culture in their respective organizations.	States/ Territories/ International/ Organizations	Ongoing	Valid	Take note
OPS	CONCLUSION 2/8 COMPLIANCE WITH ICAO LANGUAGE PROFICIENCY REQUIREMENTS That States/Territories and International Organizations of the NAM/CAR Regions begin the preparatory work in order to comply with ICAO language proficiency requirements by 5 March 2008 , preventing the occurrence of ATS incidents and accidents.	States/ Territories/ International Organizations	Ongoing	Valid	Take note
CNS/ ATM	CONCLUSION 2/9 COORDINATED DEVELOPMENT AND IMPLEMENTATION OF THE CNS/ATM SYSTEMS IN THE NAM/CAR REGIONS That aimed at continuing a coordinated development and implementation of the CNS/ATM systems in the NAM/CAR Regions, States/Territories/International Organizations should: a) follow-up the CNS/ATM Matrix presented in Appendix A to this part of the Report; b) develop planning implementation of these CNS systems taking into account, among other aspects, the Matrix referred in paragraph a) above; c) with the ICAO NACC Office support, adjust the mentioned CNS/ATM Matrix, taking into account the second amendment to the Global Air Navigation Plan for the CNS/ATM systems expected to be approved in 2006; and d) through the NACC regional/sub-regional meetings mechanism periodically update the information of the CNS/ATM Matrix on the status of development of the CNS/ATM systems in these Regions.	States/ Territories/ International/ Organizations	It is important to follow-up the actions of this conclusion, in order to contribute for a coordinated implementation of the CNS/ATM systems.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
CNS/ ATM	CONCLUSION 2/10 APPLICATION OF NAM/CAR REGIONAL TECHNOLOGICAL SOLUTIONS FOR AERONAUTICAL SERVICES That States/Territories/International Organizations of the NAM/CAR Regions aimed at facilitating and obtaining major benefits in the implementation of the CNS/ATM systems and other aeronautical services: a) look for and implement regional technological solutions that facilitates the integration, harmonization and intra/inter regional cooperation; and b) consider the agreement of regional technical cooperation projects for applying solutions mentioned in paragraph a) above.	States/ Territories/ International/ Organizations	The E/CAR Working Group should contribute to the follow-up of this Conclusion.	Valid	Follow-up
CNS/ ATM	CONCLUSION 2/11 INTERFACE AND OPERATIONAL INTEGRATION OF ATM AUTOMATION SYSTEMS OF THE NAM/CAR REGIONS That the States/Territories/International Organizations: a) define the ATM automation requirements, in accordance with their operational and technical needs; b) base on the Regional Strategy for the implementation of ADS-B presented as Appendix C to this part of the Report; c) examine other regional requirements for the integration of ATM automation systems; d) establish bilateral or multilateral agreements for the integration of ATM automation systems, with a view to a regional ATM automation in accordance with ICAO guidelines; e) designate a point of contact to participate in the work for the integration of ATM automation systems; and f) coordinate their action plans with the ICAO NACC Regional Office in order to ensure a regional integration of ATM automation systems, in an integral, harmonious, interoperable manner, coherent with the Regional Air Navigation Plan (ANP) of the CAR/SAM Regions.	States/ Territories/ International/ Organizations	The States/Territories should take note and follow-up this Conclusion.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
CNS	<p>CONCLUSION 2/12 DEVELOPMENT OF A MODERNIZATION AND IMPLEMENTATION PLAN OF D-ATIS EQUIPMENT IN THE INTERNATIONAL AIRPORTS OF THE CAR REGION</p> <p>That, taking into account the experiences of COCESNA in developing a new D-ATIS equipment, States, Territories of the CAR Region and COCESNA examine and consider adopting in the international airports an equipment modernization plan and implementation of ATIS services, in accordance with ATM requirements.</p>	States/ Territories / COCESNA	States should adopt a modernization/implementation plan of ATIS equipment in accordance with the ATM requirements.	Valid	Take note
CNS	<p>CONCLUSION 2/13 SUPPORT OF STATES IN THE NAM/CAR REGIONS TO ICAO'S POSITION FOR THE ITU WRC-2007</p> <p>That the Directors of Civil Aviation of the NAM/CAR Regions, if not already done, adopt appropriate measures to support ICAO's position for the ITU WRC-2007:</p> <p>a) designate a focal point or a contact person with the respective national authority of radio-frequency spectrum management, in order to incorporate ICAO's position which is presented as the appendix to State Letter Ref.: E 3/5-05/85, dated 12 August 2005, when developing the State's position for the ITU WRC-2007, as well as with ICAO for the coordination of matters related with the WRC-2007;</p> <p>b) participate in an active manner in the preparatory work for the WRC-2007 in the CITEL meetings of the Organization of American States (OAS);</p> <p>c) participate in an active manner, whenever possible, in meetings of ICAO working groups and other activities convened by ICAO regarding the position for the WRC-2007; and</p> <p>d) ensure that, to the extent possible, representatives from civil aviation administrations be included in the national delegations to the conference ensuring the support of ICAO's position for the ITU WRC-2007 in the civil aviation-related matters.</p>	NAM/CAR DGCAs	Considering the short time left for the CMR-2007 Conference and its importance, the States that have not yet done so, should urgently adopt the actions related to this Conclusion. This issue will be dealt with under Agenda Item 3.4.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	CONCLUSION 2/14 IMPLEMENTATION OF PERFORMANCE-BASED NAVIGATION That States/Territories and International Organizations take into account the information included in Appendix E to this part of the report in their future implementation work of Performance-Based Navigation in their airspace.	States/ Territories/ International/ Organizations	Will be dealt with under Agenda Item 3.6. of this Meeting.	Valid	Follow-up
ATM	CONCLUSION 2/16 AGREEMENTS ON SEARCH AND RESCUE (SAR) OF THE CENTRAL AMERICA RCC AND ADJACENT RRCs That the ICAO NACC Office urge those States adjacent to the Central American FIR to subscribe SAR agreements with the Central American FIR.	ICAO NACC Office		Completed	Note
ATM	CONCLUSION 2/17 SUPPORT FOR THE ATM WORK IN THE NAM/CAR REGIONS That Civil Aviation Administrations of the NAM/CAR Regions continue supporting the work of the Working Groups for the regional development and implementation of the ATM elements applicable to the NAM/CAR Regions.	CAAs		Valid	Follow-up
ATM	CONCLUSION 2/18 IMPLEMENTATION OF AIR TRAFFIC FLOW MANAGEMENT (ATFM) IN THE CENTRAL AMERICAN FIR That, considering the important operational and financial benefits for the ATM community, derived from the implementation of an efficient and safe Air Traffic Flow Management (ATFM) system, the States in the Central American FIR and COCESNA: a) initiate, under the coordination of COCESNA, the actions regarding the implementation of a sub-regional ATFM system for the Central American FIR, considering to that end the guidelines of ICAO, as well as the tasks and implementation programme to be agreed upon in the CAR/SAM Regions; b) continue the coordination with States, ICAO NACC Regional Office and other International Organizations, air operators, other ATFM Units and related bodies within a cooperative framework, in order to establish an efficient, safe and highly beneficial ATFM system; and	States/ COCESNA		Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
	c) present to the NACC/DCA/3 Meeting, through COCESNA, a report on the status of the progress of this project.				
ATM	<p>CONCLUSION 2/19 IMPLEMENTATION OF THE ATFM SYSTEM IN THE NAM/CAR REGIONS</p> <p>That the States/Territories/International Organizations initiate the corresponding activities to:</p> <p>a) apply the NAM/CAR joint strategy for ATFM development presented in Appendix H to this part of the Report through:</p> <p>i) the establishment of a CAR regional ATFM system;</p> <p>ii) the harmonized establishment of a NAM/CAR ATFM interregional system; and</p> <p>b) coordinate their implementation activities with the ICAO NACC Regional Office to achieve a regional, harmonious and interoperable ATFM implementation.</p>	States/ Territories/ International/ Organizations	An ATFM seminar was held in Tegucigalpa, Honduras (27-31 March 2006) and a NAM/CAR ATM Regional Meeting, where the necessary aspects for ATFM implementation were discussed. On going	Valid	Follow-up
ATM	<p>CONCLUSION 2/20 IMPLEMENTATION OF A SAFETY MANAGEMENT SYSTEM</p> <p>That the States/Territories/International Organizations of the NAM/CAR Regions that have not yet done so:</p> <p>a) develop an action plan to implement by 10 November 2006 a safety management system through systemic and appropriate programmes;</p> <p>b) establish the acceptable levels and objectives with regard to safety, within airspaces and aerodromes under their jurisdiction; and</p> <p>c) participate in the activities carried out by ICAO in order to foster the implementation of a regional safety management system.</p>	States/ Territories/ International/ Organizations	<p>ICAO is organizing training courses for 2007 with the required participation from the States/Territories/International Organizations.</p> <p>Will be dealt with under Agenda Item 7 of this Meeting.</p>	Valid	Follow-up
ATM	<p>CONCLUSION 2/21 IMPLEMENTATION OF PROGRAMMES FOR THE EVALUATION OF ATM PERFORMANCE</p> <p>That States/Territories of the CAR Region and COCESNA implement by 30 November 2006 an ATM performance assessment programme, in accordance with ICAO guidelines (Annex 11, Doc 4444 and Doc 9854.</p>	CAR States / Territories COCESNA	ICAO will organize a course to assist with the implementation.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
MET	<p>CONCLUSION 2/22 COORDINATION OF AGREEMENTS BETWEEN CIVIL AVIATION ADMINISTRATIONS AND MET AUTHORITIES OF CAR STATES / TERRITORIES / INTERNATIONAL ORGANIZATIONS</p> <p>That, aimed at improving the coordination, cooperation and provision of aeronautical MET services, States/Territories/International Organizations of the CAR Region, that have not yet done so, coordinate agreements between civil aviation Administrations and meteorological authorities:</p> <p>a) clearly identifying their respective functions and the coordination between them; and</p> <p>b) that the agreement states the mechanism to ensure the participation of MET personnel in meetings, seminars and workshops organized by ICAO in coordination with the WMO, according to the Modus vivendi between ICAO and the WMO (Doc 7475).</p>	States/ Territories/ International/ Organizations	Review	Valid	Follow-up
MET	<p>CONCLUSION 2/23 CO-OPERATION FOR SIGMET INFORMATION ISSUANCE</p> <p>That, with the view of improving the issuance of SIGMET information:</p> <p>a) civil aviation administrations and meteorological authorities of the States/Territories are urged to jointly deal with information issues related with the SIGMET issuance, through a Letter of Agreement among organizations/agencies involved in the re-collection and broadcast of SIGMET taking into account that the procedures used should be reviewed and arranged in accordance with the ICAO SARPs and guidance material; and</p> <p>b) airlines whose aircraft fly through or near meteorological phenomena that could affect flight safety be urged by IATA to provide timely and accurate special pilot reports.</p>	States/ Territories	Review	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AIS/ MAP	CONCLUSION 2/24 STUDY OF THE AERONAUTICAL INFORMATION MANAGEMENT (AIM) CONCEPT That States/Territories/International Organizations: a) initiate the corresponding studies for the planning and development of the AIM concept in the AIS/MAP services of the NAM/CAR Regions and, to that end, be included as a task of the work programme of the existing working groups, taking into account, as reference, the Air Navigation Global Plan for the CNS/ATM Systems and the Recommendations of the 11 th Air Navigation Conference, and b) take the necessary measures and initiate the corresponding actions for the application of the AIM concept in the respective AIS/MAP services of the NAM/CAR Regions.	States/ Territories/ International/ Organizations	A seminar including AIM concepts and the new standards of Annexes 4 and 15 will be carried out during the second half of 2006 in Dominican Republic, according to Conclusion 13/40 of GREPECAS/13 Meeting	-Valid -November 2006	-Take note
AIS/ MAP	CONCLUSION 2/25 PAIGH/ICAO REGIONAL PROJECT FOR THE PRODUCTION OF AERONAUTICAL CHARTS That, taking into consideration the difficulties experienced in general in the CAR Region regarding the production of Aeronautical Charts required in Annex 4, and GEASA initiative to sponsor the preliminary studies to develop a regional cooperation project, CAR/SAM States/Territories/International Organizations: a) consider their integration in the production of aeronautical charts project, that is proposed within the ICAO and PAIGH technical cooperation frame; b) consider the regional Aeronautical Information Management (AIM) within the specifications of the project; and c) support the work of ICAO/PAIGH Aeronautical Charts Working Group, which functions under the GREPECAS mechanism, in order to develop a project under the Terms of Reference and Work Programme that are shown in Appendix M to this part of the report; and d) request support from the IFFAS.	States/ Territories/ International/ Organizations	-Taking into consideration Conclusion 13/46 and paragraphs 3.5.20; 3.5.21 and 3.5.22 of GREPECAS/13 Meeting, the ICAO D/TCB is preparing a project which will be submitted to States/Territories' consideration in June 2006. -The corresponding coordination is being coordinated with ICAO TCB and with PAIGH. -The ANC and the President of ICAO Council has given support to the project development in order that TCB fosters and assumes its execution.	-Valid -The Project document will be circulated in June 2006	Take note and follow up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AIS/ MAP	CONCLUSION 2/26 ADOPTION OF GUIDANCE MATERIAL FOR THE NOTAM CONTINGENCY PLAN That States and Territories of the NAM/CAR Regions and COCESNA consider the contents of the NOTAM Contingency Plan for Havana's FIR as guidance material for the establishment of operational agreements related to NOTAM contingencies.	States/ Territories/ International/ Organizations	- Delegations will inform on the actions taken by the relevant Administrations on this issue. - Administrations are urged to implement these plans adopting the guidance material contained in Appendix AE of the GREPECAS/13 Meeting.	-Valid	Take note and follow up
HRT	CONCLUSION 2/27 HUMAN RESOURCES AND TRAINING PLANNING That those States/Territories/International Organizations that do not have a human resources planning process at the different aeronautical services they provide, consider as an urgent matter the need to take the following measures: a) designate and prepare personnel on human resources planning within the responsible units of the different aeronautical services; b) develop a plan on human resources aimed at covering the needs for the next 5 years, including a training programme for the civil aviation staff involved in the implementation and operation of the new CNS/ATM systems, safety oversight and civil aviation security, and establish 31 March 2006 as deadline to finalize the plan; c) submit to the ICAO NACC Regional Office by 30 January 2006, the form shown in the Appendix O to this part of the report, duly completed by the CAAs.	States/ Territories/ International/ Organizations	- Delegations will inform on the actions taken on a) and b) in their respective Administrations. - Regarding c), the NACC Office has not yet received the information requested.	-Valid	Take actions
GEN	CONCLUSION 2/28 PRIORITIZE SOLUTION TO EXISTING AIR NAVIGATION DEFICIENCIES That States/Territories/International Organizations that have not yet done so, with the view to resolve air navigation deficiencies in the NAM/CAR Regions: a) use the GANDD database and provide information to keep the database updated; b) prepare and inform the ICAO NACC Office of their respective action plans for the solution of deficiencies, to be received before 30 December 2005; and c) prioritize and provide the necessary and available resources to resolve as soon as possible the deficiencies.	States/ Territories/ International/ Organizations	Will be dealt with under Agenda Item 3.5 of this Meeting.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AVSEC	CONCLUSION 2/29 COMPLIANCE OF AVSEC PROGRAMMES The Directors of Civil Aviation agree to review and update national policies to ensure effective oversight of Annex 17, Standards 3.1.1, National Civil Aviation Security Programme, 3.4.4, Quality Control, 3.4.5, Survey, Inspection and Test, 3.1.7 National Training Programme, and 3.3.1 Aircraft Operators Security Programme.	States Territories CAR Region	The only way to determine if the States are implementing these SARPs is by conducting another survey in 12 months since ICAO and the AVSEC COMM is now giving emphasis on these shortcomings.	Valid	Follow-up
GEN	CONCLUSION 2/30 ECONOMIC CONTRIBUTION OF CIVIL AVIATION That, the Directors of Civil Aviation of the North America, Central America and the Caribbean, recognizing the important impact of civil aviation on their economies, resolve to: a) use ICAO Circular 292, Economic Contribution of Civil Aviation, in support of efforts to define the contribution of civil aviation; and b) use the results in obtaining financing for important civil aviation projects.	NACC DGACs	Continuous.		Follow-up
GEN	CONCLUSION 2/31 ACTIVITIES OF THE TECHNICAL CO-OPERATION PROJECTS IN THE NAM/CAR REGIONS That States/Territories and International Organizations of the NAM and CAR Regions: a) participate and contribute, if not already done so, to the budget of regional projects in their area of responsibility; and b) analyze the importance of using ICAO technical co-operation national projects as a governmental tool to expand and facilitate the achievement of management results.	States/ Territories/ International/ Organizations	Continuous.		Follow-up

APPENDIX D

DRAFT CONCLUSIONS OF THE ATM/CNS/SG/5 ATM AND CNS COMMITTEES

ATM COMMITTEE

Agenda Item 1: RVSM Operational use in the CAR/SAM Regions

DRAFT

CONCLUSION ATM/5/1

COLLECTION OF AIR TRAFFIC SAMPLES

The States/Territories/International Organizations collect air traffic movement data in the period 15 to 19 January 2007, and provide the information to CARSAMMA not later than 15 February 2007. The movement data collection form to be used is shown in **Appendix B** to this part of the report.

DRAFT

CONCLUSION ATM/5/2

TRAINING ON THE ANALYSIS OF LARGE HEIGHT DEVIATIONS (LHD)

That, taking into account the need to have qualified experts available to assist in the activities of the GTE, the CAR and SAM States/Territories/International Organizations:

- a) support training on analysis of Large Height Deviations as part of regional SMS activities;
- b) send technical experts to the training sessions envisaging those experts becoming regular participants of the GTE; and
- c) that ICAO take the necessary actions to coordinate GTE training sessions in each Region.

Agenda Item 2: Report of the ATM Task Forces

DRAFT

CONCLUSION ATM/5/3

CAR/SAM ROADMAP FOR PBN

That States/Territories and International Organizations adopt and apply the CAR/SAM Roadmap for PBN as shown in **Appendix C** to this part of the report.

DRAFT
CONCLUSION ATM/5/4 SAFETY ASSESSMENT SEMINARS AND
METHODOLOGY

That ICAO:

- a) promote seminars related to safety assessments, aimed at the preparation of personnel to work on future PBN implementation;
- b) encourage separation and airspace safety panel (SASP) to develop a common methodology for safety assessment in terminal areas.

DRAFT
CONCLUSION ATM/5/5 IMPORTANCE OF OPERATIONAL ERRORS

States, Territories and International Organizations analyze the importance of operational errors in an environment with PBN and invest all possible resources in the training of air traffic controllers and pilots aimed at reducing these errors considering the future implementation of this concept in the CAR/SAM Regions.

DRAFT
CONCLUSION ATM/5/6 ATFM OPERATIONAL AGREEMENTS

That CAR and SAM States/Territories/International Organizations, which so require and that have not done so, when reviewing operational bilateral agreements among ATS units include demand and capacity balancing measures not later than **30 November 2007**.

DRAFT
CONCLUSION ATM/5/7 ADOPTION OF THE CAR AND SAM ATFM CONCEPT
OF OPERATIONS (ATFM CAR/SAM CONOPS)

That the CAR and SAM States/Territories and International Organizations:

- a) adopt the CAR and SAM ATFM Concept of Operations (ATFM CONOPS) shown in **Appendix G** to this part of the report; and
- b) establish a work program to enable the implementation of the ATFM CONOPS.

DRAFT
CONCLUSION ATM/5/8 COLLECTION OF INFORMATION FOR THE COST-
BENEFIT ANALYSIS

That CAR/SAM States/Territories/International Organizations which have not yet done so, initiate the data collection to develop its financial cost-benefit analysis of the ATFM implementation project, using as guidance material the information shown in **Appendix H** to this part of the report.

DRAFT
CONCLUSION ATM/5/9
CNS/5/16

**AGREEMENTS FOR ATM AUTOMATED SYSTEMS
INTERFACE**

That CAR/SAM States/Territories/International Organizations:

- a) take into account technical feasibility studies and operational benefits, and coordinate the establishment of bilateral and multilateral agreements for the interface of automated systems between adjacent units; and
- b) use guidance material specified as “Interface Control Document (ICD) for Data Communications Between ATM Units in the CAR and SAM Regions”, included in **Appendix M** to this part of the report, keeping in mind that:
 - i) ICAO guidance material contained in said document is applicable at the regional level; and
 - ii) material that does not comply with ICAO guidelines, should be used only as reference and would be agreed on a bilateral or multilateral basis, as required.

DRAFT
CONCLUSION ATM/5/10
CNS/5/17

**ESTABLISHMENT OF AN ACTION PLAN FOR THE
INTERFACE OF ATM AUTOMATED SYSTEMS**

That CAR/SAM States/Territories/International Organizations, formulate an Action Plan for the interface of ATM automated systems, which includes:

- a) the assignment of an expert as point of contact to carry out the regional coordination work for the interface of ATM automated systems;
- b) the analysis of the current service level provided by ATS automated systems, as well as requirements to satisfy future operational applications of the ATM community using the Table of ATS Operational Requirements for Automated Systems, included in **Appendix N** to this part of the report; and
- c) document the action plan and share best practices and experiences with other States/Territories/International Organization.

Agenda Item 3: Contingency plans

DRAFT

CONCLUSION ATM/5/11

**ADOPTION OF THE CATALOGUE OF CAR/SAM ATS
CONTINGENCY PLANS**

That:

- a) the Catalogue of CAR/SAM ATS contingency plans, shown in **Appendix A** to this part of the report, is adopted; and
- b) CAR/SAM States/Territories/International Organization send the updated information to ICAO, before 1 July 2007, for its inclusion in said document.

DRAFT

CONCLUSION ATM/5/15

**RE-ORGANIZATION OF THE WORK PROGRAMMES
TO SUPPORT THE ATM PERFORMANCE OBJECTIVES
FOR THE CAR AND SAM REGIONS**

That to support the evolution from a system-based to a performance-based approach for the planning and implementation of air navigation infrastructures:

- a) CAR/SAM States, Territories and International Organizations take the necessary actions to develop and implement national ATM work programmes in accordance with the performance objectives identified in Chapter 4 of the CAR/SAM Transition Plan towards the ATM System; and
- b) ICAO continue the coordination to re-organize the CAR/SAM ATM Work Programmes in accordance with the new Global Plan Initiatives (GPI) and to support ICAO Strategic Objectives.

CNS COMMITTEE**Agenda Item 1: Communication system developments****1.1 Review of the integration/interconnection and development status of the regional digital networks****DRAFT****CONCLUSION CNS/5/1****PLAN OF ACTION FOR THE IMPLEMENTATION OF THE MEVA II AND REDDIG VSAT NETWORK INTERCONNECTION**

That, aimed at implementing the MEVA II and REDDIG networks interconnection, the next MEVA II/REDDIG Coordination Meeting, with the support of the Task Force established for this purpose, conclude the elaboration of the Memorandum of Understanding (MoU) and develop a plan of action for the implementation of the interconnection before the end of 2007.

1.2 Review of the air-ground data links implementation plan**DRAFT****CONCLUSION CNS/5/2****UPDATING OF THE AMS AND AMSS REGIONAL PLAN**

That ICAO amend the *CAR/SAM Regional Plan for the Aeronautical Mobile Service (AMS) and the Aeronautical-Mobile Satellite Service (AMSS)* included in the Table CNS 2A of the FASID as presented in **Appendix E** to this part of the report.

DRAFT**CONCLUSION CNS/5/4****ADOPTION OF IP V6 PROTOCOL AS AMHS INTERFACE**

That CAR/SAM States should adopt IP v6 protocol as the AMHS interface between member states, as indicated in the new FASID Table CNS 1Ba, in accordance with ICAO's guidance in this respect.

Agenda Item 2: Navigation system developments**2.1. Review of the results of the SBAS augmentation trials carried out in the CAR/SAM Regions****DRAFT****CONCLUSION CNS/5/6****APV I CAPABILITY AS A MINIMUM PERFORMANCE REQUIREMENT FOR A REGIONAL SBAS IMPLEMENTATION**

SBAS solutions proposed for the CAR/SAM Regions should be oriented to achieve at least APV I capability.

DRAFT

CONCLUSION CNS/5/7

RLA/03/902 INVITATION FOR NEW MEMBERS PARTICIPATION

All the States/Territories/International Organizations are invited to:

- a) subscribe to the Regional Project RLA/03/902 - SACCSA, in order to get full advantage from the Project; and
- b) visit the following web page of SACCSA Project: www.rlasacsa.com.

DRAFT

CONCLUSION CNS/5/8

GNSS REQUIREMENTS FOR NPA/LNAV OPERATIONS

That CAR/SAM States/Territories/International Organizations when implementing Non-Precision Approach (NPA) - Lateral Navigation (LNAV) with GNSS, should initially use the GPS system with RAIM or the United States' WAAS signal in space or those of other SBAS systems available.

DRAFT

CONCLUSION CNS/5/9

FINAL RESULTS OF PROJECT RLA/00/009

The results of the RLA/00/009 Project should be considered by CAR/SAM States/Territories/International Organizations when making Regional/State GNSS implementation decisions.

2.2. Study of a SBAS/GBAS regional implementation system

DRAFT

CONCLUSION CNS/5/10

USER PARTICIPATION IN THE GNSS REGIONAL IMPLEMENTATION PLANNING

In order to ensure that the users' requirements are fulfilled, the ICAO Regional Offices, in the name of the GNSS Task Force, should invite IATA to participate in future Meetings of the GNSS TF.

2.3 Progressive deactivation of NDB Stations

DRAFT

CONCLUSION CNS/5/11

PROGRESSIVE DEACTIVATION OF NDB STATIONS

That in order to develop a progressive deactivation of NDB Stations without affecting safety, States, Territories, International Organizations and airspace users:

- a) analyse the service provided by each NDB station, its function, procedural existence with other aids such as VOR/DME, GNSS-RNAV, as well as the aircraft capacity/development that operate in serviced airspace;
- b) based on the analysis described in item a) above and in the table format included in the Appendix to this paper, develop a plan for the progressive deactivation of NDB stations; and
- c) inform the ICAO NACC or SAM Regional Office regarding their respective plan for the progressive deactivation of NDB stations, before **30 November 2007**.

Agenda Item 4: Development and integration of the automated ATM systems

DRAFT

CONCLUSION ATM/5/9

CNS/5/16

AGREEMENTS FOR ATM AUTOMATED SYSTEMS INTERFACE

That CAR/SAM States/Territories/International Organizations:

- a) take into account technical feasibility studies and operational benefits, and coordinate the establishment of bilateral and multilateral agreements for the interface of automated systems between adjacent units; and
- b) use guidance material specified as “Interface Control Document (ICD) for Data Communications Between ATM Units in the CAR and SAM Regions”, included in **Appendix M** to this part of the report, keeping in mind that:
 - i) ICAO guidance material contained in said document is applicable at the regional level; and
 - ii) material that does not comply with ICAO guidelines, should be used only as reference and would be agreed on a bilateral or multilateral basis, as required.

DRAFT

CONCLUSION ATM/5/10

CNS/5/17

**ESTABLISHMENT OF AN ACTION PLAN FOR THE
INTERFACE OF ATM AUTOMATED SYSTEMS**

That CAR/SAM States/Territories/International Organizations, formulate an Action Plan for the interface of ATM automated systems, which includes:

- d) the assignment of an expert as point of contact to carry out the regional coordination work for the interface of ATM automated systems;
- e) the analysis of the current service level provided by ATS automated systems, as well as requirements to satisfy future operational applications of the ATM community using the Table of ATS Operational Requirements for Automated Systems, included in **Appendix N** to this part of the report; and
- f) document the action plan and share best practices and experiences with other States/Territories/International Organization.

- END -