



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE**

**EIGHTH MEETING OF DIRECTORS OF CIVIL AVIATION
OF THE CENTRAL CARIBBEAN**

(C/CAR DCA/8)

FINAL REPORT

CURAÇAO, NETHERLANDS ANTILLES, 15 TO 18 MAY 2006

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LIST OF CONTENTS

Contents	Page
Index	i-1
Historical	ii-1
ii.1 Place and date of the Meeting	ii-1
ii.2 Opening Ceremony	ii-1
ii.3 Organization of the Meeting	ii-1
ii.4 Working languages.....	ii-1
ii.5 Agenda	ii-2
ii.6 Schedule and work mode	ii-3
ii.7 Attendance	ii-3
ii.8 Conclusions and Decisions	ii-3
ii.9 List of Working and Information Papers.....	ii-4
List of Participants	iii-1
Agenda Item 1	
Review of effective conclusions and decisions of the previous meetings of Directors of Civil Aviation of the Central Caribbean as well as the NACC/DCA/2 Meeting.....	1-1
Agenda Item 2	
Air Navigation Issues.....	2-1
Agenda Item 3	
Safety Oversight matters.....	3-1
Agenda Item 4	
Aviation Security (AVSEC) matters.....	4-1
Agenda Item 5	
Other business	5-1

HISTORICAL

ii.1 Place and Date of the Meeting

The Eighth Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR DCA/8) was held at the World Trade Center, Curacao, Netherlands Antilles, from 15 to 18 May 2006.

ii.2 Opening Ceremony

Mr. José Antonio Díaz de la Serna, Acting Regional Director of the North American, Central American and Caribbean Office, thanked the Netherlands Antilles Authorities for hosting the Meeting, explained the scope of the Meeting's Agenda and pointed out the need of continuing the efforts towards the development of air navigation systems in the Central Caribbean.

Mr. Siegfried. Francisco, Director of Civil Aviation of the Netherlands Antilles addressed the Meeting and introduced Mr. Kenneth Gijsbertha, Minister of Communication and Transport of Curacao, who welcomed the participants and presented a general analysis on the main civil aviation developments in the Netherlands Antilles and in general of the Central Caribbean. Finally, he officially opened the Meeting.

ii.3 Organization of the Meeting

The Meeting was chaired by Mr. Siegfried Francisco, Director of Civil Aviation of the Netherlands Antilles, Mr. Jose Antonio Díaz de la Serna, Acting Regional Director acted as Secretary with the assistance of Mr. Aldo Martínez, Communications, Navigation and Surveillance Regional Officer both from the ICAO NACC Regional Office.

ii.4 Working Languages

The working languages of the Meeting were Spanish and English. The working papers and the Report of the Meeting were available to participants in both languages.

ii.5 **Agenda**

The Secretariat informed during the presentation of the Draft Agenda that regarding Agenda Item 3, Mass Casualty Incidents (MCI), no documentation was received from the Rapporteur, although a letter was sent to PAHO copied to CDERA on this matter, no response was received supporting the presentation of this agenda. The Secretariat informed that this item would be followed-up by the Eastern Caribbean Working Group and by the Directors.

Based on the above, the Meeting decided to delete Agenda Item 3 and adopted the following agenda:

Agenda Item 1: Review of valid conclusions and decisions of the previous meetings of Directors of Civil Aviation of the Central Caribbean as well as the NACC/DCA/2 Meeting

Agenda Item 2: Air Navigation Matters

2.1 Review of the Summary of Discussions of the Sixth C/CAR Working Group Meeting

2.2 Air Navigation Deficiencies

2.3 Other Air Navigation issues

Agenda Item 3: Safety Oversight matters

Agenda Item 4: Aviation Security (AVSEC) matters

Agenda Item 5: Other business

ii.6 Schedule and Work Mode

The Meeting agreed to hold its daily sessions from 09:00 to 14:00 hours, with two breaks. The Meeting also agreed to work as a whole.

ii.7 Attendance

The Meeting was attended by 7 C/CAR Region States/Territories, 1 International Organization and RASOS, making a total of 27 delegates as indicated in the list of participants on pages iii-1 to iii-6.

ii.8 Conclusions and Decisions

The Directors of Civil Aviation of the Central Caribbean recorded its activities as Conclusions and Decisions as follows:

CONCLUSIONS: Activities requiring a communication to States/Territories/International Organizations.

DECISIONS: Internal activities of the Directors of Civil Aviation of the Central Caribbean.

LIST OF CONCLUSIONS ADOPTED BY THE C/CAR DCA/8 MEETING

No.	Conclusion	Page
8/1	Update of the requirements established in the FASID and optimization of the application of SARPs that have an impact on Air Navigation Deficiencies	2-8
8/2	Support by the C/CAR DCA Meeting to the actions required by the ALLPIRG/5 Meeting	2-11
8/3	Development and implementation of ATFM Concept	2-13
8/4	Adoption of Amendment 11 to Annex 14	4-1
8/5	Recruitment of AVSEC Professionals	4-2
8/6	Aviation Security Points of Contact (POC) Network	4-4

Eighth Meeting of Directors of Civil Aviation of the Central Caribbean
Historical

ii - 4

ii.9 **List of Working and Information Papers**

Working Papers

Number	Agenda Item	Title	Date	Presented by
WP/01	--	Draft Agenda, Explanatory Notes, Working Method and Schedule of the C/CAR DCA/8 Meeting	27/03/06	Secretariat
WP/02	1	Status of Compliance of the Conclusions of the previous Meetings of Directors of Civil Aviation of the Central Caribbean, as well as the NACC/DCA/2 Meeting	31/03/06	Secretariat
WP/03	2.1	Executive Summary of the Sixth Meeting of the C/CAR Working Group	03/05/06	Chairman of the WG - Secretariat
WP/04	2.2	Specific Air Navigation Planning and Implementation Deficiencies in the Central Caribbean	28/04/06	Secretariat
WP/05	2.3	ATM Performance Objectives for the NAM and CAR Regions related with ICAO Global Plan Initiatives (GPI)	04/05/06	Secretariat
WP/06	2.3	Difficulties while Implementing MEVA II Network in Cuba	24/04/06	Cuba
WP/07	2.3	Report on the outcome of, and follow-up to the Fifth Meeting of the ALLPIRG/Advisory Group (ALLPIRG/5)	28/04/06	Secretariat
WP/08	5	Review of the Global and Regional AVSEC developments and activities	21/04/06	Secretariat
WP/09	2.3	Federal Aviation Administration Air Traffic Flow Management activities	17/04/06	United States

Information Papers

Number	Agenda Item	Title	Date	Presented by
IP/01	--	General Information	04/04/06	Secretariat
IP/02 REVISED	--	List of Working and Information Papers	15/05/06	Secretariat
IP/03	4	Directors General of civil Aviation Conference results <i>(English only)</i>	06/04/06	Secretariat
IP/04	6	Tentative Schedule – 2006 ICAO NACC Office Meetings, Seminars, Courses and Workshops	28/04/06	Secretariat
NI/05	2.1	Propuesta para la Primera Fase del Intercambio Bilateral de Datos Radar entre Cuba y Jamaica (Spanish only)	24/04/06	Cuba
NI/06	2.2	Actualización del plan de acción para eliminar las deficiencias de Cuba a la navegación aérea <i>(Spanish only)</i>	24/04/06	Cuba
IP/07	2.3	Current Status of the Federal Aviation Administration Telecommunications Programs <i>(English only)</i>	10/05/06	United States
IP/08	4	The Universal Safety Oversight Audit Programme (USOAP) lessons learned <i>(English only)</i>	10/05/06	United States
IP/09	2.3	The United States Federal Aviation Administration Integrated Safety Management System (ISMS) <i>(English only)</i>	10/05/06	United States
IP/10	2.3	Technical Cooperation Project for the Production of Aeronautical Charts	12/05/06	Secretariat
IP/11	4	RASOS Activities <i>(English only)</i>	12/05/06	RASOS
IP/12	2.3	Presentation by Mr. Coert Smith Head of the Search and Rescue Center of the Coast Guard Netherlands Antilles and Aruba.	15/05/06	Netherlands Antilles

LIST OF PARTICIPANTS

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Eighth Meeting of Directors of Civil Aviation of the Central Caribbean
List of Participants – General Information

iii - 2

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Eighth Meeting of Directors of Civil Aviation of the Central Caribbean
List of Participants – General Information

iii - 3

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Eighth Meeting of Directors of Civil Aviation of the Central Caribbean
List of Participants – General Information

iii - 4

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Eighth Meeting of Directors of Civil Aviation of the Central Caribbean
List of Participants – General Information

iii - 5

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iii - 6

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Agenda Item 1: Review of valid conclusions and decisions of the previous meetings of Directors of Civil Aviation of the Central Caribbean as well as the NACC/DCA/2 Meeting

1.1 Under this Agenda Item, the Meeting determined the compliance with valid conclusions of previous Central Caribbean Directors of Civil Aviation Meetings. Taking into account that after the C/CAR/DCA/7 Meeting the Twelfth and Thirteenth Meetings of GREPECAS were held, as well as the NACC/DCA/2, and that the scope of the conclusions of these last meetings include the Central Caribbean, the Meeting considered cases where GREPECAS and NACC/DCA conclusions entail the replacement of some C/CAR/DCA conclusions. Comments and follow-up actions expressed in the Meeting and the compliance with the C/CAR DCA Meeting's conclusions are presented in **Appendix A** to this part of the Report.

1.2 Likewise, the Meeting reviewed the status of the conclusions of the First Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC) held in Grand Cayman, October 2002, as well as the Second NACC DCAs Meeting held in Tegucigalpa, Honduras, October 2005, which also refer to the Central Caribbean area. The results of the review of conclusions of NACC DCA meetings are presented in **Appendix B** to this part of the Report.

APPENDIX A

STATUS AND COMMENTS TO THE CONCLUSIONS OF PREVIOUS MEETINGS TO THE C/CAR DCA/8

AREA	CONCL.	COMMENTS
		<u>Valid:</u>
GEN	7/1	In accordance to this Conclusion, the Report of the C/CAR WG/6, presented to the Meeting, has prioritized its Draft Conclusions.
AIS/MAP	7/2	Related to Conclusions 2/25 NACC DCA/2 and 13/46, as well as paragraphs 3.5.20, 3.5.21 and 3.5.22 of the GREPECAS/13 Meeting. As informed through IP/10 of this Meeting, ICAO's D/TCB has prepared a Project to foresee the production of VFR aeronautical charts in 1:1000 000 and 1:500 000 scales. This Project will be submitted to the consideration of States/Territories in June 2006, and it will include a funding proposal.
ATO	7/3	The NACC Office of ICAO sent a communication to Bahamas, Cuba and Jamaica. No responses were received from these countries.
ATM	7/7	This issue was dealt under Agenda Item 2.3 of this Meeting. Follow-up is required.
ATM	7/8	Only Haiti has finalized. Cuba and Dominican Republic have prepared a draft. GREPECAS Conclusion 13/68 requested to finalize this issue on 30 June 2006. The Air Navigation Commission is performing a follow-up to the contingency plans.
ATM	7/12	No report has been received from Bahamas regarding the follow-up of this conclusion. United States comments are presented in Agenda Item 2, para. 2.3.24
MCI	7/14	No contact has been established with the Rapporteur of the MCI Task Force nor has the MCI Group met.
OPS	7/15 a)	The NACC Office of ICAO will announce a Safety Oversight Seminar
		<u>Superseded:</u>
GEN	6/2	For Conclusion 7/2 C/CAR DCA.
AIS/MAP	6/4	For Conclusion 7/2 C/CAR DCA.
ATO	6/15	For Conclusion 7/3 C/CAR DCA.
AIS/MAP	7/9	For Conclusion 6/1 C/CAR WG. The date is 15 September 2006.
GEN	7/10	For Conclusion 2/28 NACC DCA.

Eighth Meeting of Directors of Civil Aviation of the Central Caribbean
Appendix A to the Report on Agenda Item 1

1A-2

AREA	CONCL.	COMMENTS
		<u>Completed:</u>
ATM	7/4	The RVSM was implemented on 20 January 2005. The post-implementation activities require that States/Territories present large height deviation (LHD) reports to assess safety. ICAO has not yet received the LHD report of the Curaçao ACC.
ATM	7/5	It was implemented on December 2005.
ATM	7/6	This issue was dealt under Agenda Item 2.3 of this Meeting.
ATM	7/11	
ATM	7/13	This issue was dealt under Agenda Item 2.1 of this Meeting.
OPS	7/15 a) y b)	These actions were completed
GEN	7/16	The NACC/DCA/2 Meeting was held in Tegucigalpa, Honduras, from 11 to 14 October 2005.

APPENDIX B

STATUS AND COMMENTS TO THE CONCLUSIONS OF THE NACC DCA/1 AND NACC DCA/2 MEETINGS

AREA	CONCL.	COMMENTS
		<u>Valid:</u>
ATM	1/10	The development of RNAV and RNP routes should be continued. This issue was dealt under Agenda Item 2 of this Meeting.
GEN	2/1	To optimize the support for the implementation of the Recommendations and Conclusions towards the development of the air navigation spheres considering the Appendix as the main working guideline.
AIS/MAP	2/2	Due to the fact that only one SIP is approved per field in each region, the current SIP was addressed to aeronautical charts-electronic data. An aeronautical charts-electronic data seminar will be carried out in November 2006 in Dominican Republic. It refers to Draft Conclusion 6/1 of the C/CAR WG/6 Meeting.
OPS	2/3	A Seminar/Workshop was coordinated in Curaçao, Netherlands Antilles from 8 to 11 May 2006 and it was postponed due to the lack of participant confirmations.
AVSEC - AIS/MAP	2/4	The GEASA is studying the request made by the ICAO NACC Office in order to support the technical co-operation project for the development of AIS/MAP systems. To this day, the GEASA actions have been directed to AVSEC issues.
OPS	2/5	It is required to continue the unified strategy implementation plan for the resolution of safety-related deficiencies
OPS	2/6	It is important to continue the safety data sharing initiatives.
OPS	2/7	It is required to continue the compliance of ICAO requirements and the application of appropriate actions to improve safety.
OPS	2/8	The ICAO language proficiency requirements that have an effect on safety must be complied with before 5 March 2008.
CNS/ATM	2/9	It is important to follow-up the actions indicated in this Conclusion in order to contribute to the coordinated implementation of the CNS/ATM systems.
CNS/ATM	2/10	The C/CAR Working Group must contribute for the follow-up of this Conclusion.
CNS/ATM	2/11	The States/Territories must continue the follow-up of this Conclusion.

Eighth Meeting of Directors of Civil Aviation of the Central Caribbean
Appendix B to the Report on Agenda Item 1

1B-2

AREA	CONCL.	COMMENTS
CNS	2/12	States/Territories should adopt a modernization plan and the implementation of ATIS equipments in accordance to the ATM requirements.
CNS	2/13	Considering the short time until the WRC-2007 and the importance of this Conference, States/Territories who have not done so, should adopt as soon as possible the actions indicated in this Conclusion.
ATM	2/14	This was dealt with under Agenda Item 2.
ATM	2/17	This was dealt with under Agenda Item 2 of this Meeting.
ATM	2/18	The Meeting noted that this Conclusion refers to the Central American FIR and COCESNA.
ATM	2/19	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. This was dealt with under Agenda Item 2.
ATM	2/20	This was dealt with under Agenda Item 2.1 of this Meeting.
ATM	2/21	ICAO will organize a course to assist with the implementation of a programme for the evaluation of ATM performance.
MET	2/22	It is important that States and Territories who have not done so, establish written agreements between each civil aviation Administration and its corresponding national meteorology authority, establishing its corresponding functions and coordination.
MET	2/23	The Meeting noted the need to establish cooperation agreements between each civil aviation administration with its respective meteorological authority for the re-collection and broadcast of SIGMET information.
AIS/MAP	2/24	The Meeting noted that a seminar that includes AIM concepts and the new standards of Annexes 4 and 15 will be carried out in the second half of 2006 in Dominican Republic, in accordance to Conclusion 13/40 of the GREPECAS/13 Meeting.
AIS/MAP	2/25	A project for the production of aeronautical charts will be submitted for the consideration of States/Territories in June 2006; the project was prepared by ICAO's D/TCB in coordination with PAIGH.
AIS/MAP	2/26	The Meeting encouraged Administrations to implement their corresponding NOTAM contingency plan based on the guidance material contained in Appendix AE of the GREPECAS/13 Meeting Report.
HRT	2/27	The follow-up to this conclusion was dealt with under Agenda Item 2.1 of this Meeting.

Eighth Meeting of Directors of Civil Aviation of the Central Caribbean
Appendix B to the Report on Agenda Item 1

1B-3

AREA	CONCL.	COMMENTS
GEN	2/28	The follow-up to this conclusion was dealt with under Agenda Item 2.2 of this Meeting.
AVSEC	2/29	The Meeting noted the importance to follow-up this Conclusion.
		<u>Superseded:</u>
GEN	1/20	For Conclusion 2/28 NACC DCA.
HRT	1/21	For Conclusion 2/27 NACC DCA. Based on the agreements of the NACC DCA/2, the Central Caribbean Human Resources and Training Planning Task Force will follow-up on this issue.
HRT	1/22	For Conclusion 2/27 NACC DCA. The Central Caribbean Human Resources and Training Planning Task Force could contribute to this task by analyzing the adoption of the TRAINAIR methodology by adding to the training needs task in the different areas and thrust international technical co-operation projects to obtain the standardization. This issue was dealt under Agenda Item 2.1 of this Meeting.
		<u>Completed:</u>
ATM	1/8	1. Cayman Islands, Cuba, Dominican Republic, Haiti and Jamaica have prepared their programme; the ICAO NACC Office will provide assistance to Bahamas. 2. Cayman Islands, Cuba and Jamaica sent the names of the people responsible for the coordination of the programmes. The ICAO NACC Office will contact these people to assist States/Territories on the implementation of their programmes before the deadline. 3. The States/Territories should use the regional guidance material on ECCAIRS taxonomies in order to harmonize their corresponding programmes on ATM safety management system.
ATM	1/12	The Annexes have been duly amended.
ATM	1/28	This was dealt under Agenda Item 5 of this Meeting.
ATM	2/16	Cuba and Jamaica have exchanged draft SAR Agreements with COCESNA.
GEN	2/30	The Meeting noted this Conclusion keeping in mind that the action indicated in it is continuous.
GEN	2/31	The Meeting noted this Conclusion keeping in mind that the action indicated in it is continuous.

Agenda Item 2: Air navigation issues

2.1 Review of the Summary of Discussions of the Sixth C/CAR Working Group Meeting

2.1.1 Based on the Executive Summary of the Sixth Meeting of the C/CAR Working Group held in La Havana, Cuba, 12 to 16 February 2006, the Meeting reviewed the results of the mentioned Meeting presented in WP/03, including the priorities suggested for recommended Draft Conclusions. Some of the results of the C/CAR WP/6 Meeting are presented under other Agenda Items of this Meeting. Likewise, the Meeting received information contained in IP/05 presented by Cuba that complement the report of the mentioned group on issues related to air navigation. All the Draft Conclusions of the C/CAR Working Group approved by this Meeting are referred as “Conclusions”, likewise the Meeting took note of the internal Decisions adopted by the Group. Results of the principal items dealt with by the Meeting are summarized below.

General matters

Review of the outstanding conclusions of previous C/CAR Working Group Meetings

2.1.2 The Meeting took note that the Sixth Meeting of the C/CAR WG reviewed the status of the conclusions of previous Meetings. When performing this work, the Group took note of the initiative that States/Territories present a report informing on the progress achieved when implementing the conclusions of previous Meetings. Cuba and Haiti presented the corresponding Working Papers.

Air navigation specific activities and developments

AIS/MAP

AIS Automation Project

2.1.3 The Meeting took note that in accordance with Conclusion 2/2 of the Second NACC/DCA Meeting, the Group recognized the efforts carried out by the ICAO NACC Office to present to the ICAO Council a proposal for a regional technical co-operation project to assist solving the deficiencies related with the implementation of the AIS-related electronic elements, as a step towards the total AIS automation.

Finalization of the harmonization process of the WGS-84 coordinates

2.1.4 The Meeting was informed that the Working Group reviewed the discrepancies of the WGS-84 coordinates in the bordering points of the adjacent FIRs and recognized that progress has been achieved, however, the Meeting agreed that the States/Territories should make more efforts to achieve the total implementation and harmonization of the WGS-84 coordinates, and in that regard, approved **Conclusion 6/1** as proposed by the Group, attributing it **Priority A**.

Aeronautical Information Management Concept Seminar

2.1.5 The Secretariat informed the Meeting that with the support of the Dominican Republic an Aeronautical Information Management (AIM) Concept Seminar has been planned for September 2006.

Air traffic management

ATS routes

2.1.6 The Meeting noted that the Group reviewed the status of the different routes that have been approved by GREPECAS for Phase II-b and convened on the implementation of those routes in June 2006 with the quality requirements defined in Annex 11. Some proposed new routes should be analyzed by the Group before a decision is taken thereupon.

Implementation of Performance-based navigation

2.1.7 The Meeting took note that based on the NACC/DCA/2 Conclusion 2/14 and the guidelines of GREPECAS, the Group recognized the need for adjusting its work programme to include the implementation of GNSS routes according to scheduled dates for the publication of the new ICAO RNAV and RNP guidance material.

Safety management

2.1.8 The Meeting noted that the group recognized that ATS Quality assurance Programmes have been of great help to reduce ATS incidents; nevertheless, due to the increase of air traffic, it was also recognized that more efforts should be made so that these programmes evolve towards an ATM safety management system. Taking into consideration the implementation of RVSM in the CAR/SAM Regions in January 2005, the Meeting noted that most of the reported LHDs are due to human factor errors; therefore, States and Territories of the C/CAR should take urgent actions to mitigate the error in ATC loops. For these reasons the Meeting approved **Conclusion 6/2**, assigning it **Priority A**.

ATM Contingency plans

2.1.9 The Meeting took note that little progress had been achieved on the finalization of the ATM Contingency plans and identified that this non-compliance implied a deficiency to the requirement stated in Annex 11. In this regard, the Meeting urged States and Territories of the C/CAR, that had not finalized their respective contingency plans to take the necessary actions to comply with GREPECAS Conclusion 13/68 concerning the finalization of the Contingency plans before 30 June 2006, as well as other regional contingency measures including humanitarian support for the continuity of operations of the international civil aviation disrupted by events produced by human factors or natural disasters.

Implementation of Air Traffic Flow Management (ATFM) in the C/CAR

2.1.10 The Meeting noted that traffic growth has been constant and it is foreseen that the problem will keep on growing among traffic flows in the NAM Region to/from the Caribbean and of the Caribbean to/from Europe. Furthermore, the Meeting recalled that in accordance with the conclusions of the NACC/DCA/2 and GREPECAS/13 Meetings, the CAR Region is characterized as an homogeneous ATM area with similar operational features and needs, and therefore it is necessary to take measures for a better efficiency in air operations management. In this regard, the Meeting approved **Conclusions 6/3, 6/4 and 6/5**, attributing them **Priorities A, B and A** respectively.

Communications, Navigation and Surveillance (CNS)

2.1.11 In respect to the protection of the radio frequencies spectrum, the Meeting recalled the importance that the States, Territories and International Organizations coordinate the assignments of aeronautical frequencies through the ICAO NACC Regional Office.

Developments and interconnectivity of the regional/subregional digital networks

2.1.12 The Meeting convened to urge the States/Territories that had not done so to finalize the contracts with the MEVA II Service Provider as soon as possible to proceed to the implementation of the VSAT MEVA II network. Additionally, the Meeting took note that the Second MEVA II/REDDIG Coordination Meeting was held in Lima, Peru from 20 to 22 March 2006, with the aim of achieving an agreement for the interconnectivity/interoperation of the MEVA II–REDDIG networks. A Meeting of the Task Force formed by the mentioned Meeting, held its Meeting in the ICAO NACC Office in Mexico City from 3 to 5 May 2006. Likewise, the Meeting took note that the Third Meeting MEVA II/REDDIG Coordination Meeting has been convened to be held with the MEVA TMG/17 Meeting in Mexico City in July 2006.

2.1.13 Taking into account the status of the transition process towards MEVA II and the activities oriented by GREPECAS for the interconnectivity/interoperability of the MEVA II and REDDIG networks, the Meeting approved **Conclusion 6/6** assigning it **Priority A**.

Implementation of the ground portion of the ATN

2.1.14 The Meeting took note that the C/CAR Working Group developed a preliminary implementation plan of ATN ground-ground applications, as well as other related with the development of air-ground communications; considering also the implementation of AMHS connections. Based on the above, approved **Conclusion 6/8** attributing it **Priority B**.

Review of the status of implementation of the VHF and HF voice communications of the aeronautical mobile service

2.1.15 The Meeting noted that the C/CAR Working Group examined the implementation plan of the VHF and HF voice communications of the aeronautical mobile service and, it thanked the VHF/AMS Coverage Task Force and then disbanded it.

Implementation of air-ground links

2.1.16 The Meeting recalled C/CAR WG Conclusion 5/12, which urged States, Territories and International Organizations to participate in this programme for the implementation of the VHF, HF and satellite data links in the CAR Region. It also recalled GREPECAS guidelines for the updating and implementation of the plan of air-ground data links content in Table CNS 2A of the CAR/SAM ANP FASID. The C/CAR Working Group reviewed the parts corresponding to the air-ground data link communications systems of Table CNS 2A of the FASID, therefore, the Meeting approved **Conclusion 6/10** assigning it **Priority B**.

Evolutionary implementation of the navigation systems

2.1.17 The Meeting recalled the studies carried out for a CAR/SAM regional SBAS solution. Additionally, noted that the implementation of GNSS will be carried out in an evolutionary manner in the mid-long term using the current and future satellite-based navigation systems with a certain kind of augmentation or combination of augmentations required for operation in a particular phase of flight. Taking into account the evolutionary status of development of the GNSS, the Meeting approved **Conclusion 6/11** attributing it **Priority A**.

2.1.18 The Meeting took note that the C/CAR WG proposed solutions to conflicts derived from the use of the same identifiers in VOR/DME stations in Dominican Republic and Venezuela. Therefore, the Meeting approved **Conclusion 6/12** assigning it **Priority A**.

Radar data sharing

2.1.19 The Meeting noted that the C/CAR Working Group examined the tasks developed for the establishment of radar data sharing in the Central Caribbean and prepared an action plan for the establishment of bilateral agreements among units interested in radar data surveillance, including ADS-C or ADS-B, and therefore approved **Conclusions 6/13, 6/14 and 6/15** attributing **Priority A** to all of them.

2.1.20 Considering the need for a seminar for the C/CAR experts, the Meeting agreed that it is necessary to take specific actions to train the technical and operational staff to support the implementation of radar services and/or surveillance data exchange. Based on this need, the Meeting approved **Conclusion 6/16** assigning it **Priority A**.

2.1.21 Cuba through it NI/05 informed the Meeting on actions that Cuba and Jamaica are adopting in order to establish radar data exchange between these neighbour States, assuming technical feasibility and operational benefits that they could obtain. Additionally, NI/05 included the text of a Protocol Proposal between Cuba and Jamaica Aeronautical Authorities for the establishment of radar data sharing.

2.1.22 The Delegate of Jamaica informed that his State is prepared to establish radar data sharing with Cuba, and have decided that this exchange would be beneficial.

2.1.23 The Meeting congratulated Cuba and Jamaica for their initiatives, which constitute the first stage of radar data sharing in the Central Caribbean.

CNS/ATM

Implementation of the CNS/ATM Systems in the Central Caribbean

2.1.24 The Meeting took note that for the implementation of the Mode S secondary surveillance radar (SSR), it is necessary to study the areas where this facility would be justified and that the C/CAR Working Group should continue the analysis on Mode S SSR operational and technical aspects, including evaluation the developments of the ADS-C and ADS-B systems.

Integration of the ATM automated systems

2.1.25 The Meeting noted that nowadays there is already a high automation level in the air traffic control centres; therefore, the States, Territories and International Organizations should continue working in accordance with the Regional Strategy approved by GREPECAS, including other related activities, such as the integration of automated systems, use of an interphase control document (ICD), foster the planning and development of human resources, and establish the coordination between the States, Territories and International Organizations.

2.1.26 The Meeting also noted that the GREPECAS ATM/CNS Subgroup ATM Automation Task Force will continue reviewing the ICD for its uniform application in the CAR/SAM Regions, with the aim of achieving the evolutionary integration and the harmonized interoperability of the ATM automated systems in the NAM, CAR and SAM Regions. The C/CAR WG agreed to continue the integration of ATM automated systems among ATS units of the Central Caribbean, as described in **Conclusion 6/14**, which refers to radar data exchange. In a subsequent phase, the integration works of Cuba, Haiti and Dominican Republic could continue, once Haiti has implemented its automated system.

MET

2.1.27 The Meeting took note that the new technologies applicable to MET service will demand a better coordination between ATS and the meteorological authorities, and recalled that these technologies supporting CNS/ATM systems are closely linked to the world area forecast system (WAFS), the international airways volcano watch (IAVW) and the exchange of operational meteorological information (OPMET). Likewise, the meteorological procedures are experiencing important changes and that in view of the little participation at the ICAO Meetings and the difficulties encountered for electronic coordination and MET information exchange among the States and Territories of the Central Caribbean, therefore, the Meeting approved **Conclusion 6/17** assigning it **Priority A**.

SAR

Emergency Locator Transmitters (ELTs) at 406 MHz

2.1.28 The Meeting noted the great progress achieved in the SAR field in the Central Caribbean. It was recognized that the installation of emergency locator transmitters (ELT) at 406 MHz would help to considerably improve the SAR Service provided in the States and Territories of the Central Caribbean. In this regard the Meeting approved **Conclusion 6/18** attributing it **Priority B**.

SAR national plans

2.1.29 The Meeting took note that the IAMSAR Manual (Doc 9731) is the suitable guidance to help the States and Territories of the Central Caribbean to develop and review their own SAR plans and national manuals, which would foster the harmonization of regional procedures for the provision of SAR services and at the same time finalize the task entrusted by the Directors General of civil aviation. Based on the above, the Meeting approved **Conclusion 6/19** assigning it **Priority B**.

SAR Agreements

2.1.30 In accordance with the SARPs established in Annex 12, the Meeting agreed with the Working Group on the establishment of SAR Agreements between the RCCs and between the latter with the military authorities, through the establishment of a SAR multilateral agreement considering the SAR agreement model of Doc 9731 as the adequate guideline for collaboration purposes pursued in the Central Caribbean. Taking into consideration that the agreements are an essential part of the SAR regional system, the Meeting approved **Conclusion 6/20** attributing it **Priority A**.

Safety Activities

2.1.31 The Meeting took note that the Group examined the progress of the activities developed by ICAO related with the Universal Safety Oversight Audit Programme (USOAP). Recognizing that the harmonization of aeronautical regulations means an important step for the compliance with ICAO guidelines concerning safety, the Meeting approved **Conclusion 6/21** assigning it **Priority A**.

Human resources and training

2.1.32 Taking into account the guidelines of the NACC/DCA/2 Meeting, the Meeting took note that the Working Group examined the status of human resources and training planning regarding the new CNS/ATM systems, and expressed that the activities should continue. In this regard, the Meeting approved **Conclusion 6/22** attributing it **Priority A**.

Review of the Terms of reference and Work programme of the Central Caribbean Working Group

2.1.33 The Meeting took note that the Working Group reviewed and made some amendments to its the Terms of Reference and Work Programme and modified the programmes of the existing Task Forces. The C/CAR WG elected as his new Chairperson Mr. Fidel Ara from Cuba and adopted Decision 6/24.

Support to the Tentative Schedule - 2006 ICAO NACC Office Meetings, Seminars, Courses and Workshops

2.1.34 The Meeting agreed that given the importance of the tasks to be developed by the States/Territories of the C/CAR, the participation of their air navigation experts in ICAO meetings, seminars, courses and workshops should be fostered in order to effectively comply with the tasks entrusted by the Directors of Civil Aviation; and therefore approved **Conclusion 6/25** attributing it **Priority A**.

Date and site of the next C/CAR WG Meeting

2.1.35 The Meeting took note that in accordance with the Rotational Programme of future Meeting sites, it was informed that Jamaica would host the next C/CAR WG/7 Meeting, in February 2007, tentatively.

2.2 Air Navigation Deficiencies

2.2.1 Based on WP/04, the Meeting reviewed the updated list of air navigation deficiencies for the Central Caribbean States/Territories. The Meeting noted that deficiencies were classified in accordance with the ICAO Council Methodology for Identification and Prioritization of Air Navigation Deficiencies, that is, “U”, direct impact on safety and requiring immediate attention, “A”, necessary for air navigation safety, and “B”, necessary for the regularity and efficiency of air navigation. Also, the Meeting reviewed the list of deficiencies wherein States/Territories had provided Action Plans for their correction, which is a follow-up to GREPECAS Conclusion 13/92, as well as the list of deficiencies that have been corrected.

2.2.2 The Meeting recognized that the review of the Deficiencies was also the responsibility of the Directors of Civil Aviation by taking note of these deficiencies and carrying out the necessary actions for their correction in order to comply with the provisions of Article 28 of the Chicago Convention for providing safe, regular and efficient air navigation services. In this regard, the Meeting noted the revised format for the Action Plan for the Resolution of Air Navigation Deficiencies.

2.2.3 The Meeting was informed that not all C/CAR States/Territories have informed the ICAO Regional Office in Mexico on their respective Action Plans developed to correct the deficiencies in the air navigation fields. Within this context, the concern that the Air Navigation Commission, the ICAO Council and GREPECAS have repeatedly expressed on the many deficiencies and the time that these have persisted from the first report needs to be noted. When debating this issue, the Meeting recognized that the deficiencies list corresponding to the Central Caribbean continues to be very extensive; it was also recalled that it is considered a deficiency when the requirements established in the FASID are not complied with or when the ICAO SARPS are not being complied. To this respect, the Meeting considered that the following main factors have an impact on the list of deficiencies, some of which do not even have an action plan for their solution:

- a) considering some of the examples presented by the Meeting, it is required to update the requirements established by the FASID through the application of the procedures established by the ANP in order to present proposals for amendment;
- b) some States/Territories have differences regarding the application of the ICAO SARPS, some have reported to Headquarters these differences but others have not; also, others have declared disagreements in the interpretation and application of the SARPS.
- c) other States/Territories have resources limitations for the immediate solution of deficiencies;

- d) some States/Territories do not use the Air Navigation Deficiencies Database (GANDD) or have encountered difficulties to apply the procedures and access “on-line” in order to report, propose updates and inform on their action plans;
- e) some States/Territories have not prepared their corresponding action plans for the solution of deficiencies; and
- f) other factors.

2.2.4 The Meeting recalled that *Conclusion 2/28 – Prioritize solution to existing air navigation deficiencies* drafted by the NACC DCA/2 Meeting provided orientation for the use of the GANDD database and requested to maintain it updated; it urged States/Territories/International Organizations to send their action plans for the solution of deficiencies to the ICAO Regional Office, as soon as possible, and it requested to prioritize and allocate resources for this purpose.

2.2.5 Also, the Meeting reminded that the access and use procedures of the GANDD are published at the following address: www.mexico.icao.int/bases using the username and password allocated to the person who was appointed by each Administration.

2.2.6 As a result of these considerations, the Meeting approved the following Conclusion:

**CONCLUSION 8/1 UPDATE OF THE REQUIREMENTS ESTABLISHED IN THE
FASID AND OPTIMIZATION OF THE APPLICATION OF
SARPS THAT HAVE AN IMPACT ON AIR NAVIGATION
DEFICIENCIES**

That in order to update the air navigation requirements established in the FASID and the uniform application of SARPS that have an impact on air navigation deficiencies,

- a) the States/Territories submit their proposals for amendment to the FASID to the ICAO Regional Office, in accordance to the procedure established by the CAR/SAM ANP;
- b) the C/CAR Working Group contributes to the updating of the requirement Tables of the FASID;
- c) States/Territories also inform the ICAO NACC Regional Office about their differences and coordinate with this Office about their disagreements in the interpretation and application of SARPS; and
- d) the actions indicated in a), b) and c) above are finalized before **28 February 2007**.

2.2.7 Through NI/06, the Delegate of Cuba informed the Meeting about the updated actions for the elimination of deficiencies attributable to the Republic of Cuba, which are related to AGA, AIS and MET fields. Also, Cuba presented its updated action plan to solve the deficiencies listed under its State, which is presented in **Appendix A** to this part of the Report.

2.2.8 The Delegate of the United States informed the Meeting that the deficiencies of the AGA field contained in the database from the Luis Marin Muñoz International Airport of Puerto Rico are consistent with some differences of the United States with the ICAO SARPS, which have been notified to ICAO Headquarters in Montreal.

2.2.9 The Delegate of Haiti expressed that they have accessed the database and that their State has no changes to notify on the indicated deficiencies.

2.2.10 The Delegate of Cayman Islands informed the Meeting that recently his Administration reviewed the air navigation deficiencies identified and the necessary remedial actions were updated where applicable on the ICAO GANDD Website, accordingly. The observations made during this update revealed a number of incorrect references to ICAO Annex 14 requirements as they relate to the ICAO AGA audit visit findings for Owen Roberts International, Grand Cayman. The Delegate of Cayman Islands also presented the Meeting an Action Plan for the resolution of each one of the regional air navigation deficiencies including the findings and ICAO Annex 14 requirements references listed on the GANDD are listed in **Appendix B** to this part of the Report together with the corrected requirements based on the fourth edition of Annex 14 Volume 1. The Secretariat indicated that the ICAO Regional Office will review and update the ICAO Annex 14 references as necessary.

2.2.11 The Delegate of Jamaica informed the Meeting on the deficiencies update and actions related to the Norman Manley International Airport, Kingston.

2.2.12 Also, the Delegate of the Netherlands Antilles informed the Meeting on the updates and actions regarding some deficiencies in the CNS field of its Territory.

2.2.13 The Aruba Civil Aviation Director expressed that they have minor amendments to the sections related to their Territory on the database.

2.2.14 The comments expressed by the Meeting regarding the specific deficiencies contained in the GANDD database are expressed in **Appendix C** to this part of the Report.

2.3 Other Air Navigation issues

Results of the ALLPIRG/5 Meeting

2.3.1 Under this Agenda Item the Meeting reviewed the results of the Fifth Meeting of the ALLPIRG/Advisory GROUP (ALLPIRG/5), and more specifically those Conclusions which required action/support from States.

2.3.2 The role of ALLPIRG to coordinate the implementation of Regional Plans, and provide advice to the Council on CNS/ATM Systems implementation matters leading to achieving a global air traffic management (ATM) system was recognized.

2.3.3 In respect to the Global Air Navigation Plan, the Meeting was apprised of the elements that ALLPIRG requested the Secretariat to address when finalizing the revised Global Plan: a) the establishment of a mechanism to ensure integration of the Global Plan into the regional plans; b) the overall planning and implementation processes kept as simple as possible; c) ICAO Headquarters to ensure maximum transfer of knowledge; d) aircraft operations integrated into relevant initiatives; e) the performance framework finalized so that partners have a better understanding of how to meet performance objectives; and f) safety is adequately addressed in the Global Plan Initiatives (GPIs). In particular, it was noted that an approach to the implementation of GPIs that includes review at each PIRG.

2.3.4 The Meeting noted that ICAO would provide a series of workshops on the Business case model developed for the implementation of CNS/ATM Systems. Likewise, the preparation of on-line searchable air navigation plan (ANP) database using the ICAO geographic information system (GIS) portal was welcomed as a means to improve the efficiency and provide conditions for electronic updates and timely provision of up-to date Global ANP information for all users.

2.3.5 On the environmental benefits of CNS/ATM Systems the Meeting took note of the work of the ICAO Committee on Aviation Environmental Protection (CAEP) and the methodologies for the assessment of these benefits at the Global and regional levels. The Meeting recognized the importance of supporting the related Conclusions 5/7, 5/8 and 5/9, calling for actions by States to review the route system and terminal area improvements which should be fulfilled in the near term (2008).

2.3.6 It was noted that the outcome and follow-up to the DGCA Conference for the Aviation Safety was included by the Secretariat under Agenda item 4, however the Meeting reviewed the actions called for by Conclusion 5/11 and agreed to support them. Similarly, the Meeting noted that Aviation Security developments were included under Agenda item 5.

2.3.7 The Meeting was apprised that ICAO was in the process of reviewing the current required navigation performance (RNP), concept to meet the increasing demands of airspace planners and aircraft operators for performance based navigation (PBN), and agreed to the action on Conclusion 5/13 b), to implement RNAV, and RNP where required and in accordance with the GREPECAS work on the subject.

2.3.8 Under the subject of Uniform Methodology the Meeting was reminded by the Secretariat in respect to the lack of response by the States/Territories on the preparation of Action Plans to eliminate air navigation deficiencies, and to the lack of access to the GREPECAS secure on-line database of deficiencies to update the information contained therein.

2.3.9 To facilitate the reference, all Conclusions from ALLPIRG/5 related with action by States are included in **Appendix D** of this Report.

Results of the Regional NAM/CAR ATM Meeting

2.3.10 The Meeting was informed in respect to the outcome of the Regional NAM/CAR Air Traffic Management (ATM) Meeting recently held in the Dominican Republic where recognizing the performance-based approach for the ATM regional tasks and to take steps towards ensuring full support of the business planning process of ICAO, recommendation ATM/1 was agreed calling for implementation of work programmes covering the following objectives:

- i) *Optimization of the ATS route structure*
- ii) *Improve demand and capacity balancing*
- iii) *Enhance civil/military coordination and co-operation*
- iv) *Align upper airspace classification*
- v) *Implement RNP approaches*

2.3.11 The Meeting also recognized that in view that the Strategic Objectives of ICAO are applicable to the regional and global aviation community, integrating work programmes the terms of reference of different intra-regional Working Groups should also be reviewed, taking into consideration the new Global Plan Initiatives (GPIs) and related ICAO on-line planning tools associated with planning and implementation work. It was noted that planning and implementation works should be reorganized keeping in mind the priority interests of the CAR Region aimed to optimizing human resources, financial savings, as well as use of communication means between States such as the Internet, video conference, teleconferencing, e-mail, telephone and facsimile, which should be encouraged during the intervening period.

2.3.12 Taking into account the information provided for this Agenda Item, the Meeting agreed to the following Conclusion:

CONCLUSION 8/2

**SUPPORT BY THE C/CAR DCA MEETING TO THE ACTIONS
REQUIRED BY THE ALLPIRG/5 MEETING**

That States/Territories of the C/CAR Region give full support to the follow-up actions involving them by the Conclusions of the ALLPIRG/5 Meeting and start reviewing their national air navigation plans to cover the Global Plan Initiatives (as included in **Appendix E**) in coordination with the NACC Regional Office and GREPECAS.

Difficulties in the implementation of the MEVA II Network in Cuba

2.3.13 Through its WP/06, Cuba recalled that during the C/CAR WG/6 Meeting they informed that its State strongly supports the need for finalizing the contracting phase of each member with the MEVA II service provider (AGS), in view that the MEVA Network update is an essential tool to develop communications and to enhance air traffic control safety in the Central Caribbean. Cuba has contracted MEVA II through the ICAO Technical Cooperation Section and its legal representative, AVIAMPORT and ICAO have signed the contract. Nevertheless, AGS has not been able to sign the contract as they need to complete the export license management process. Therefore, Cuba expressed its concern that this delay might have on the transition towards the MEVA II.

2.3.14 Cuba informed that six months have elapsed from the date of the contract signature by Cuba and the corresponding License has not been issued yet, despite of the fact that the ICAO Technical Cooperation Bureau and the Regional Office have taken note of this problem and expressed their concern in this reference; the Delegate from Cuba reaffirmed her concern for the sustained delay in the transition process towards a system which is totally and directly related to safety and improves communications among the control centres of the Central Caribbean.

2.3.15 Additionally, Cuba expressed that the plan issued during the TMG/16 Meeting, which contemplated 20 March 2006 as the date to perform the previous study for the installation of the MEVA II node in Cuba, is not being complied with, representing a hazard to the compliance of the network implementation plan, which has among its objectives to conclude before the hurricane season enters its most effective phase, considering the risks involved for the Caribbean States and Territories in this reference.

2.3.16 Regarding the declarations and request from Cuba, the Delegate of the United States indicated to the Meeting that Americom Government Services (AGS) applied for an Office of Foreign Asset Control (OFAC) license on March 20, 2006. OFAC advised license applicants that it takes a minimum of 30-40 business days to process the license request. More importantly, up to date the United States has no knowledge that AGS has applied for the required commerce export license. This can also take a minimum of 30 business days. While an OFAC license would authorize AGS to travel to Cuba, AGS would not be able to export any required equipment without the appropriate commerce export licenses.

2.3.17 Likewise, United States assured the C/CAR delegates that they stand ready to act on AGS' license requests in a timely manner as soon as all the required license requests are completed.

2.3.18 The Delegate of Haiti expressed its concern for the delay that AGS had in obtaining the license to implement the MEVA II node in Cuba, which could have a negative impact in the entire network. The Secretariat expressed that it was worried for the impact of this delay and added that considering that the MEVA II Contract between Cuba and the MEVA II Service Provider was signed through ICAO TCB, ICAO Headquarters would be informed about the status of this issue.

Status of the telecommunications programme of the United States-FAA

2.3.19 United States through its IP/07 informed that the Federal Aviation Administration (FAA) is in the midst of a reorganization of its telecommunication resources to streamline and make a more efficient use of assets. In its information paper they presented a synopsis of the current status of the FAA's Programs and activities in the Central Caribbean, which include the MEVA II Implementation Status, the VSAT MEVA II and REDDIG networks Interconnection; the AMHS Implementation and the Eastern Caribbean Interconnection. Finally, the FAA is actively involved in the CAR/SAM Regions and supports the proliferation of new technology that can improve the existing telecommunication systems in support of Air Traffic Services.

Federal Aviation Administration Air Traffic Flow Management activities

2.3.20 United States presented a proposal to support the air traffic flow management activities, and its intent to work with the Caribbean Region to develop the concept and implement the corresponding initiatives by sharing their experts and experience, and working with the region towards sharing radar, flight plan data, technical assistance and training on ATFM. The Secretariat informed the Meeting regarding the activities carried out by the Regional Office in respect to the subject of ATFM initiated this year with a seminar in Honduras in March 2006, followed by a NAM/CAR ATM Meeting held in Dominican Republic which was attended by C/ATM from ICAO Headquarters. As a result, the Meeting agreed to the following conclusion:

**CONCLUSION 8/3 DEVELOPMENT AND IMPLEMENTATION OF ATFM
CONCEPT**

That C/CAR States/Territories who have not already done so, provide the necessary resources for the development and implementation of ATFM concepts and consider signing operational agreements for the interchange of flight plan data.

The United States Federal Aviation Administration Integrated Safety Management System (ISMS)

2.3.21 United States presented information to the Meeting in respect to the Integrated Safety Management System (ISMS). The FAA is not only intending to design and implement a Safety Management Programmes for certificate holders but also for their own safety activities. It was explained that the vision of a safety programme with roles for both regulator oversight systems and operator/service provider SMSs described in recent ICAO working papers and amended Annexes will be implemented in the United States as a comprehensive Integrated Safety Management System (ISMS). The information provided include these referred responsibilities for the regulator and the operator/service, as well of the functions and structure of the SMS which will cover elements of Policy, Safety Risk Management, Safety Assurance and Safety Promotion, Integration and Collaboration, Standard Development and Proof of Concept.

ICAO Technical Cooperation Project for the Production of Aeronautical Charts

2.3.22 The Secretariat presented a draft Technical Cooperation Project for the production of Aeronautical Charts and the development of AIS systems in the CAR/SAM Regions. The objectives of this project are to assist States/Territories to prepare Aeronautical Charts in accordance with Annex 4 of ICAO, to plan and establish a quality assurance system for AIS/MAP services in the States/Territories, and to develop aeronautical information databases and automation of AIS. The Meeting was informed that this project is now being translated into English in order to be sent to States/Territories for their contribution to this important project.

Presentation of the Search and Rescue Center of the Netherlands Antilles and Aruba

2.3.23 A presentation was provided by the Head of the Search and Rescue Centre of the Coast Guard Netherlands Antilles and Aruba to the Meeting. This presentation provided information in respect to the organization of the Centre as well as the resources available for the provision of these services within their area of jurisdiction and the agreements with neighbouring States/Territories for cooperation of common activities. **Appendix F** to this part of the Report contains the full presentation.

Bahamas FIR Implementation

2.3.24 The FAA provided information on our conversations with the Government of The Bahamas (GOB) relating to their proposal to manage their own FIR. Information was provided that the FAA has invested over half a billion dollars on Advanced Technology and Oceanic Procedures (ATOP), the latest technology on oceanic air traffic control equipment. Due to ATOP's advanced capabilities of improving oceanic airspace efficiency, the FAA is keenly interested in reaping the benefits that this technology provides within the Caribbean in particular the Bahamas FIR. Thus far, senior level FAA officials have met with the GOB to discuss an informal proposal to establish a mutually acceptable FIR and shared responsibility for the control of the Bahamian airspace. The FAA continues to support the position to avoid airspace fragmentation wherever possible. The FAA is actively pursuing this matter at the highest levels within the GOB. A suggestion was made so that at the next C/CAR meeting, the FAA could provide a presentation on the structural changes of the Air Traffic Organization (ATO) and ATOP.

APPENDIX A

CUBA'S UPDATED ACTION PLAN TO SOLVE ITS AIR NAVIGATION DEFICIENCIES

ID	Deficiency	Corrective Action	Date of Correction	Executive Body	Difficulties encountered
AGA 132 C Runway strips (Annex 14, Vol. I, 4 th Ed., Chap. 3.4, 3.4.3 & 6) Cuba, Habana José Martí International Airport	The runway strip width is insufficient in the southeast area of the runway close to Terminal 1 and the Runway 24 threshold	Aeronautical study for recovering the necessary area in order to comply with the 150 m. Of runway strip in the south-east zone.	2007	ECASA	Economic constrains in entities of the country
AGA 133C Pavement surface conditions (Annex 14, Vol. I. 4 th Ed. Chap. 10.2, 10.2.1, 10.2.2 & 10.2.7). Cuba, Habana José Martí International Airport	The runway, taxiway and Terminal 1 apron surfaces are failing causing irregularities and FOD in large areas.	Resurfacing works of the apron of Terminal 1 are scheduled for May 2006	2006	ECASA	
AGA-135C Runway strips (Annex 14, Vol. I, 4 th Ed. Chap.3.11.3) Cuba, Varadero Juan Gualberto Gómez International Airport	There are manholes in the taxiway strips	To lower the height of manholes until they are level with the terrain	2006	ECASA	

ID	Deficiency	Corrective Action	Date of Correction	Executive Body	Difficulties encountered
AGA 139 C Runway End Safety Area (Annex 14, Vol. I, 4 th Ed., Chap 3.5 & 3.5.1) Cuba, Santiago de Cuba. Antonio Maceo International Airport	There are no runway end safety areas	The reduction of the declared distances, without affecting the ILS location, threshold lights, runway end, etc. has been performed. At present the reduction is being revised by IACC.	June/2006	ECASA	
AGA 140 C Visual Aids (Annex 14, Vol. I, 4 th Ed., Chap 5.3.4.1. (c) and ANP, Table AOP 1) Cuba, Holguín Frank País International Airport	There is no Category I precision approach lighting system on Runway 05	The project study and hiring implementation process are on-going	Second half of 2007	ECASA	
AGA 143 C Visual Aids (Annex 14, Vol. I, 4 th Ed. Chap. 5.3.4.1 (a) and ANP, Table AOP 1) Cuba, Camaguey. Ignacio Agramonte International Airport	Runway 25 is lacking a simple approach lighting system	Proceeding to request an amendment to the CAR/SAM ANP Table AOP 1 in view that the installation of this type of system for a runway that is normally used in good visibility conditions and have another visual aid like a PAPI is absolutely not justified.	2006	IACC	

ID	Deficiency	Corrective Action	Date of Correction	Executive Body	Difficulties encountered
AIS 205 C (Annex 4, Cap. 3; Doc.8733 ANP Basic, Part VIII, Paras.59 a) y 64 1), Table FASID AIS 6	Partial application of ICAO requirements for the production of Aerodrome obstacle chart-ICAO Type A	The ICAO Type A Aerodrome obstacles plans for Varadero, Boyerros and Cayo Coco haven been published. Ready to be published in June 2006 the aerodromes of: Camagüey, Manzanillo, Cayo Largo, Cienfuegos and Santa Clara.	Second half of 2006	ECASA	The Obstacle Plans of Santiago de Cuba and Holguin Aerodromes are pending, they will be finished in the second half of 2006.
MET 32 C CAR/SAM ANP Requirements, Table AOP 1	The RVR have not been implemented.	Proceed to request ICAO an amendment to CAR/SAM ANP FASID Table AOP 1	2006	ECASA	

Eighth Meeting of Directors of Civil Aviation of the Central Caribbean
Appendix B to the Report on Agenda Item 2

2B-1

APPENDIX B

ACTION PLAN FOR THE RESOLUTION OF EACH ONE OF THE REGIONAL AIR NAVIGATION DEFICIENCIES

State: Cayman Islands

Date: 15/05/2006

Identification	Deficiency	Corrective Action	Date of Correction	Executing Body	Difficulties encountered
AGA-22-C Grand Cayman, Owen Roberts Intl	No Runway End Safety Area at the eastern runway end as specified in Annex 14, Vol. I, 4 th Edition, Chap. 3.4.1 3.5.1	Provide runway end safety area	12/2007	Cayman Islands	Delayed implementation of airport development master plan
AGA-40-C Grand Cayman, Owen Roberts Intl	No edge lights provided on the runway end turn around area as required in Annex 14 Vol. I, 4 th Edition, Section 5.3.16.1 5.3.17.1	Provide taxiway edge lights on runway turn pads	12/2007	Cayman Islands	Delayed implementation of airport development master plan
AGA-43-C Cayman Brac, Gerrard Smith Intl	No apron edge lights are provided Ref Annex 14 Vol. I, 4 th Edition, Section 5.3.16.1 5.3.17.1	Adequate guidance is provided with taxiway edge lights and centerline markings leading up to apron stands which are appropriately marked. Apron edge markings and flood lights are also provided	04/2006	Cayman Islands	Nil
AGA-73-C Grand Cayman, Owen Roberts Intl	GA apron pavement surface deficient – Ref Annex 14 Vol. I, 4 th Edition, Section 9.4 10.2	Apron maintenance program implemented and surface swept regularly. Project to overlay surface identified.	12/2007	Cayman Islands	Delayed implementation of airport development master plan
AGA-26-C Grand Cayman, Owen Roberts Intl	Obstacles exist in the transitional obstacle limitation surface, including roads, housing, fencing, trees and the tails of aircraft parked on the aprons – Ref. Annex 14 Vol. I, 4 th Edition, Section 4.2.12	Obstacles lit and facilities removed where practical	12/2006	Cayman Islands	Delayed implementation of airport development master plan
AGA-12-C Grand Cayman, Owen Roberts Intl	Runway strip length at the eastern runway end does not comply with Annex 14 Vol. I, 4 th Edition, Section 3.3.2 3.4.2	Provide runway strip	12/2007	Cayman Islands	Delayed implementation of airport development master plan
AGA-6-C Grand Cayman, Owen Roberts Intl	No parallel taxiway Ref ANP Table AOP 1 and Table 3-1 Annex 14, Vol. I, 4 th Edition,	Provide parallel taxiway	12/2008	Cayman Islands	Delayed implementation of airport development master plan
AGA-2-C Grand Cayman, Owen Roberts Intl	Runway shoulders are not provided as specified in Annex 14 Vol. I, 4 th Edition, Section 3.2.1	Specified runway shoulder to be provided subject to implementation of airport development master plan. Reduced data published in AIP	12/2008	Cayman Islands	Delayed implementation of airport development master plan
AGA-42-C Cayman Brac, Gerrard Smith Intl	No approach lighting is provided – Ref Annex 14 Vol. I, 4 th Edition, Section 5.3.4.1	Installation of simple approach lighting system not physically practical due to inadequate terrain distance. Runway end indicator lighting system and PAPIs installed.	12/2006	Cayman Islands	Inadequate terrain distance

APPENDIX C

**COMMENTS EXPRESSED DURING THE MEETING REGARDING
THE SPECIFIC AIR NAVIGATION DEFICIENCIES**

Deficiency	Comment
AGA 138 C	<p>Through NI/06 Cuba informed that it is true that there is no direct access between the rescue and fire fighting facilities and the runway of the “Juan Gualberto Gómez” Airport in Varadero. However, the current access that the airport has is not directly to the runway, as it is <i>recommended</i> by ICAO in Annex 14, Volume I, item 9.2.30; during drills carried out by the Rescue and Fire Fighting service, it has been proven that the response time is complied with, as established by <i>standard</i> 9.2.21, Annex 14, Vol. I; all drills resulted in times shorter than 3 minutes until the end of each runway. Due to this reason and considering the abovementioned, it can be concluded that this deficiency should be removed. Notwithstanding, Cuba will systematically review the drills and exercises in order to guarantee that the situation does not vary and that the times established by ICAO are complied with. Currently, there are plans to come up with some options to solve the direct access to the runway and the implementation of this access is proposed for May 2006. Cuba considers that this deficiency has been solved.</p>
MET 13 C	<p>Through NI/06 Cuba informed that the adequate number of MET trained staff required in the field of aeronautical meteorology has been covered by incorporating new personnel in the Meteorological Surveillance and Forecast Office. Furthermore, since September 2003 the Havana University implemented the professional degree of “Meteorology” and the IACC maintains a close coordination with the University for recruitment of students prior to their graduation, aimed at preparing them in aeronautical activities. These students once graduated, would be incorporated from 2008 in the different Aeronautical Meteorological Offices, as personnel with a higher academic level in our service.</p> <p>The Aeronautical Meteorology Specialty keeps a training plan and updating knowledge for all service operational personnel, aimed at guaranteeing a high preparation at national level. Because of this Cuba considers this deficiency corrected.</p>
AGA 133 C	<p>Through NI/06 Cuba informed that during the years 2004 and 2005 investments have been made in different airfield areas with the objective of deleting the aggravating mentioned as FOD. Runway and some taxiways re-pavement works have been started. At this moment the re-pavement of the José Martí International Airport Terminal No. 1 Apron is planned for May 2006.</p>

Eighth Meeting of Directors of Civil Aviation of the Central Caribbean
Appendix C to the Report on Agenda Item 2

2C-2

Deficiency	Comment
AGA 143 C	<p>Through NI/06 Cuba informed that the Camagüey International Airport has been kept as alternate within the Cuba's international airports because of the conditions presented as an airport facility, good visibility and geographical conditions.</p> <p>Regarding runway 25 of this airport, it is considered in Table AOP 1 as non-precision and the requirement of installing a simple approach lighting system was established. On the other hand, supported on Annex 14 recommendation 5.3.4.1, Cuba could request an amendment to the FASID Table AOP 1, based on the fact that the installation of a system of this type for a runway normally used in good visibility conditions and having besides other visual aid as PAPI is not justified.</p> <p>Based on all the above, Cuba considers that this deficiency as from the application date of the amendment in question, should be considered as corrected.</p>
MET 32 C	<p>Through its NI/06 Cuba informed that the RVR information in aerodromes with Cat. I precision approach runways for instrument approach and landing operations represents a recommendation of ICAO Annex 3 (Item 4.6.3.2), proposing the modification of Table AOP 1 for the Camagüey Airport MUCM where the runway of this aerodrome would not be categorized for precision runways, the requirement of RVR information disappears.</p> <p>Besides, in this moment a Cat I precision approach runway at the Camagüey Airport MUCM is not available, due to the fact that there is not an ILS by the main runway (Threshold 07), therefore an amendment to the FASID Table AOP 1 is requested to reflect the runway category change and make it an Non-precision Approach Runway. We would like to point out that this aerodrome has geographical and meteorological conditions favourable for performing safe operations, therefore we consider that the implementation of Cat I operations' facilities and services is not necessary.</p> <p>Within the Cuban Civil Aviation general plan of investments and development it is foreseen that for this year (2006) the acquisition of a complete automated system of meteorological watch for the MUHA airport (José Martí, Havana), being the principal airport in the country and for the Varadero, Juan Gualberto Gomez Airport (MUVR).</p> <p>For all the above, Cuba considers that an amendment to CAR/SAM ANP FASID Table AOP 1 could be requested, therefore this deficiency would be deleted.</p>
AGA 139 C	<p>Through NI/06 Cuba informed that regarding this deficiency the aeronautical study was performed by ECASA (Empresa Cubana de Aeropuertos y Servicios Aeronáuticos) in order to reduce declared distances. Currently the Declared Distances of this Aerodrome are being reviewed by the IACC, for its publication in the AIP of June 2006.</p>

Deficiency	Comment
AIS 205 C	Through NI/06 Cuba informed that the Aerodrome and Air Navigation Directorates of the Aeronautical Civil Institute of Cuba (IACC) have advanced in applying actions for the solution of this deficiency. On 22 December 2005 the first 3 charts for the La Habana, Varadero and Cayo Coco International Airports became effective. The Type A aerodrome charts of Santa Clara, Manzanillo, Cienfuegos, Cayo Largo and Camaguey Aerodromes will be published in June 2006. The aerodrome obstacle charts for the Santiago de Cuba and Holguín Aerodomes will be published in the second half of 2006.
AGA 33 C	The Delegate of Jamaica informed that the required ILS in the Runway 12 of the Norman Manley International Airport, Kingston, was installed and is in operation, therefore this deficiency has been corrected.
CNS 26 C	The Delegate of Jamaica informed that the required ILS has been activated. The deficiency has been corrected.
AGA 25 C	The Delegate of Jamaica informed that his States has a project to extend the airport runway in 2008.
AGA 4 C	The Delegate of Jamaica informed that his State has a project to extend the airport runway in 2008.
CNS 27 C	The Delegate of Netherlands Antilles informed that the ILS required for the St. Maarten airport could not be installed due to construction obstacles. Instead they will apply GNSS procedures.
CNS 28 C	The Delegate of Netherlands Antilles informed that his Administration has plans to install a new VOR/DME in the Hato International Airport, Curacao in 2007.
CNS 23 C	The Delegate of the Netherlands Antilles informed that his Administration has no plans to replace the VOR/DME ABA installed in Aruba.

APPENDIX D

PROPOSED FOLLOW-UP ON CONCLUSIONS DEVELOPED BY THE ALLPIRG/5 MEETING

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	To be initiated by
Conclusion 5.2 — Implementation of Global Plan Initiatives (GPIs)			
That, recognizing that the evolution continues from a systems-based to a performance-based approach to planning and implementation of the air navigation infrastructure, the regional planning groups: a) note that the Global Plan is a significant component in the development of regional and national plans and that, together with the global ATM operational concept, provide an effective architecture for achieving a harmonized and seamless Global ATM system;	Increases efficiency (Strategic objective D) Relates to all GPIs	Note that the Global Plan is a significant component in the development of regional and national plans	All
b) identify GPIs that most closely align with the well established implementation plans of their respective regions;		Identify GPIs that most closely align with the implementation plans of their respective regions	ICAO Regional Offices, PIRGs, States, and international organizations
c) select GPIs that would be most effective in achieving the objectives of the region while ensuring continuation of the work already accomplished;		Select GPIs that would be most effective in achieving the objectives of the region	ICAO Regional Offices, PIRGs, States, and international organizations
d) implement GPIs that take into account the Initiatives across regions, to align work programmes and to develop national and regional plans that facilitate achieving a Global ATM system;		Implement GPIs in the development of national and regional plans	ICAO Regional Offices, PIRGs, States, and international organizations
e) utilize the planning tools as the common planning and implementation mechanism, thereby ensuring proper coordination and global integration; and		Utilize the planning tools as the common planning and implementation mechanism	ICAO Regional Offices, PIRGs, States, and international organizations
f) review, at each PIRG meeting as a part of its regular agenda, the progress achieved and challenges identified in the implementation of GPIs using a common template.		Review, at each PIRG meeting as a part of its regular agenda, the progress achieved and challenges identified in the implementation of GPIs	ICAO Regional offices and PIRGs

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	To be initiated by
Conclusion 5/4 — Application of the business case model for CNS/ATM Systems implementation			
That PIRGs, States and airspace users:	Increases efficiency (Strategic objective D) Relates to all GPIs	Note that business cases for the implementation of CNS/ATM Systems is a key element in the development of regional, subregional and national plans	All
a) note that business cases for the implementation of CNS/ATM Systems leading to a global ATM system is a key element in the development of regional, subregional and national plans;			
b) consider the application of the model for the development of business cases in the formulation of national and subregional plans with a view to facilitating the achievement of a global ATM system; and		Apply the model for the development of business cases in the formulation of national and subregional plans	ICAO Regional Offices, PIRGs, States, and international organizations
c) establish, with ICAO's assistance and within the limits of the programme budget, a network of experts on cost-effectiveness, cost-benefit analyses and business cases for the implementation of CNS/ATM Systems in order to share expertise and to provide assistance to the Regional Offices.		Establish a network of experts on cost-effectiveness, cost-benefit analyses and business cases for the implementation of CNS/ATM Systems	ICAO Headquarters
Conclusion 5/5 — ICAO Global air navigation plan (ANP) database and geographic information system (GIS) portal			
Recognizing that access to an ICAO Global ANP database and associated planning services through an web-based ICAO GIS portal would constitute an invaluable tool in supporting, integrating and monitoring the planning and implementation of harmonized regional, interregional and global air navigation infrastructures, the regional planning groups:	Increases efficiency (Strategic objective D) Relates to all GPIs		
a) note the progress made by the Secretariat in accordance with Recommendation 1/14 of AN-Conf/11 and the ICAO Global ANP database;		Note the progress made in the development of ICAO Global ANP database	ALL
b) note the ongoing efforts by the Secretariat in harmonizing formats of all the ANP tables together with the inclusion of temporal information in the tables that would assist the regional planning groups in monitoring and analysing the implementation progress;		Harmonize formats of all the ANP tables	ICAO Headquarters
c) note the intent to expand the ANP tables to include Global Plan Initiatives (GPIs), as appropriate; and		Include GPIs in the ANP tables	ICAO Headquarters

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	To be initiated by
d) utilize, through the ICAO GIS portal, the ICAO Global ANP database and associated planning services so as to ensure the currency, coordination and implementation of regional air navigation planning and to contribute to the further development of air navigation plans as the framework for the efficient implementation of new air navigation systems and services at the national, regional, interregional and global levels.		Utilize the ICAO Global ANP database and associated planning service	ICAO Regional Offices, PIRGs, States, and international organizations
Conclusion 5/7 — Environmental benefits of CNS/ATM Systems			
That PIRGs and States:	Minimizes environmental impact (Strategic objective C)		
a) use the Committee on Aviation Environmental Protection (CAEP) provided CO2 conversion factor in the analysis of environmental benefits of implementing CNS/ATM Systems;		Use the CAEP provided CO2 conversion factor in the analysis of environmental benefits of implementing CNS/ATM Systems	ICAO Regional Offices, PIRGs and States
b) prioritize the implementation of voluntary, operationally-based improvements in their air traffic management systems, with emphasis on fuel savings, emissions reductions and noise benefits, and also to mitigate costs to the industry;		Prioritize the implementation of voluntary, operationally-based improvements in their air traffic management systems	ICAO Regional Offices, PIRGs and States
c) provide feedback to ICAO on studies conducted on the environmental benefits of implementing CNS/ATM Systems; and		Provide feedback to ICAO on studies conducted on the environmental benefits of implementing CNS/ATM Systems	ICAO Regional Offices, PIRGs and States
d) share air traffic data to improve future CAEP assessments, in line with State letter AN 1/17-03/86.		Share traffic data with CAEP	ICAO Regional Offices, PIRGs, States and international organizations
Conclusion 5/8 — Globally coordinated air traffic services (ATS) routes			
That PIRGs:	Increases efficiency (Strategic objective D) Relates to GPI 7		
a) establish a global consolidated, prioritized list of routes and terminal area (TMA) improvements in close coordination with airspace users; and		Establish a global consolidated, prioritized list of routes and terminal area (TMA) improvements	ICAO Headquarters, ICAO Regional Offices and PIRGs
b) work with neighbouring PIRGs/States/air navigation service providers (ANSPs) to accelerate international route improvements.		Work with neighbouring PIRGs/States/ANSPs to accelerate international route improvements	ICAO Regional Offices, PIRGs and States

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	To be initiated by
Conclusion 5/9 — Terminal area (TMA) structure and area navigation			
That States: a) employ area navigation in all TMAs, including appropriate arrival and departure procedures, to improve efficiency and reduce emissions in the vicinity of airports; and that, in special cases where there are particularly challenging obstacles and where air traffic density is very high and additional approach paths are possible, the more precise and contained required navigation performance (RNP) procedures be employed; and	Increases efficiency (Strategic objective D) Relates to GPI 5	Employ area navigation in all TMAs, including appropriate arrival and departure procedures	ICAO Regional Offices, PIRGs and States
b) review operations, procedures and training of controllers to ensure the optimum management of air traffic services.		Review operations, procedures and training of controllers to ensure the optimum management of air traffic services	ICAO Regional Offices, PIRGs and States
Conclusion 5/11 — Air traffic management (ATM) safety management			
That ICAO: a) urge States to give priority to the establishment and effective operation of their ATM safety management and safety regulatory functions;	Increases safety (Strategic objective A)	Give priority to the establishment and effective operation of their ATM safety management and safety regulatory functions	States
b) support the development of sufficient expertise levels in the industry through formal training in ATM safety issues and, by cooperation through regional bodies, promote collective means to optimize the effectiveness of training provision; and		Develop formal training in ATM safety issues	ICAO Regional Offices, PIRGs, States, and international organizations
c) develop further measures to enable the implementation of a “just-culture” reporting environment to facilitate the reporting of ATM occurrences.		Implement a “just-culture” reporting environment to facilitate the reporting of ATM occurrences	ICAO Regional Offices, PIRGs and States
Conclusion 5/13 — Implementation of performance-based navigation concept			
That, to increase awareness and understanding of the performance-based navigation concept and its elements: a) ICAO organize workshops and training activities; and	Increases efficiency (Strategic Objective D) Relates to GPI 5	Organize workshops and training activities	ICAO Headquarters

ALLPIRG/5 Conclusions	Relationship with Strategic Objective & Global Plan Initiatives (GPIs)	Follow-up task	To be initiated by
b) where area navigation (RNAV) or required navigation performance (RNP) implementations are required, these will be implemented by PIRGs and States according to the performance-based navigation concept.		Implement performance-based navigation concept	ICAO Regional Offices, PIRGs, States, and international organizations
Conclusion 5/16 — Implementation of very small aperture terminals (VSATs)			
That PIRGs:	Increases efficiency (Strategic Objective D) Relates to GPI 22		
a) discourage the proliferation of VSAT networks where one/some of the existing ones can be expanded to serve the new areas of interest;		Discourage the proliferation of VSAT networks	ICAO Regional Offices, PIRGs and States
b) work towards integrated regional/interregional digital communication networks with a single (centralized) operational control and preferably based on the Internet Protocol (IP); and		Work towards integrated regional/interregional digital communication networks	ICAO Regional Offices, PIRGs, States, and international organizations
c) give due consideration to managed network services (e.g. a virtual private network (VPN)), subject to availability and cost-effectiveness.		Give due consideration to managed network services	ICAO Regional Offices, PIRGs, States, and international organizations

APPENDIX E

GLOBAL PLAN INITIATIVES AND THEIR RELATIONSHIPS TO THE MAJOR GROUPINGS

(GPI-1) FLEXIBLE USE OF AIRSPACE

Scope: The optimization and equitable balance in the use of airspace between civil and military users, facilitated through both strategic coordination and dynamic interaction.

Related ATM objectives: Airspace desegregation/flexible use of airspace

(GPI-2) REDUCED VERTICAL SEPARATION MINIMUM

Scope: The optimization of the utilization of airspace and enhanced aircraft altimetry systems.

Related ATM objectives: Reduced vertical separation

(GPI-3) HARMONIZE LEVEL SYSTEMS

Scope: The adoption by all States of the ICAO Flight Level Scheme based on feet as contained in Appendix 3 to Annex 2 – *Rules of the Air*.

Related ATM objectives: nil

(GPI-4) ALIGNMENT OF UPPER AIRSPACE CLASSIFICATIONS

Scope: The harmonization of upper airspace and associated traffic handling through application of a common ICAO ATS Airspace Class above an agreed division level.

Related ATM objectives: nil

(GPI-5) PERFORMANCE BASED NAVIGATION

Scope: The incorporation of advanced aircraft navigation capabilities into the air navigation system infrastructure.

Related ATM objectives: Application of required navigation performance; Application of required surveillance performance; Reduced longitudinal separation; Reduced lateral separation

(GPI-6) AIR TRAFFIC FLOW MANAGEMENT

Scope: The implementation of strategic, tactical and pre-tactical measures aimed at organizing and handling traffic flows in such a way that the totality of the traffic handled at any given time or in any given airspace or aerodrome is compatible with the capacity of the ATM system.

Related ATM objectives: Centralized ATFM; Inter-regional cooperative ATFM; Establishment of ATFM databases; Application of ATFM strategic planning; Application of pre-tactical ATFM planning; Application of tactical ATFM planning

(GPI-7) DYNAMIC AND FLEXIBLE ATS ROUTE MANAGEMENT

Scope: The establishment of more flexible and dynamic route systems, on the basis of navigation performance capability, aimed at accommodating preferred flight trajectories

Related ATM objectives Fixed RNAV ATS routes; Contingency RNAV routes; Random RNAV routes; Application of required Navigation Performance; Dynamic Accommodation of user-preferred flight profiles; Trajectory conformance monitoring

(GPI-8) COLLABORATIVE AIRSPACE DESIGN AND MANAGEMENT

Scope: The application of uniform airspace organization and management principles on a global basis, leading to a more flexible airspace design to accommodate traffic flows dynamically.

Related ATM objectives: Airspace desegregation/flexible use of airspace; Dynamic accommodation of user-preferred flight profiles

(GPI-9) SITUATIONAL AWARENESS

Scope: Operational implementation of data link-based surveillance. The implementation of equipment to allow traffic information to be displayed in aircraft supporting implementation of conflict prediction and collaboration between flight crew and the ATM system. Improve situational awareness in the cockpit by making available electronic terrain and obstacle data of required quality.

Related ATM objectives: application of data link; Functional integration of ground systems with airborne ; ADS; ADS-B; SSR Mode S

(GPI-10) TERMINAL AREA DESIGN AND MANAGEMENT

Scope: The optimization of the terminal control area (TMA) through improved design and management techniques.

Related ATM objectives: Application of RNP; Functional integration of ground systems with airborne systems; Independent IFR approaches to closely spaced runways; Curved and segmented approaches; Application of data link; WGS-84

**(GPI-11) RNP AND RNAV STANDARD INSTRUMENT DEPARTURES (SIDs)
AND STANDARD TERMINAL ARRIVALS (STARs)**

Scope: The optimization of the terminal control area (TMA) through implementation of RNP and RNAV SIDs and STARs.

Related ATM objectives: Application of RNP; Functional integration of ground systems with airborne systems; RNAV SIDs and STARs; Curved and segmented approaches

(GPI-12) FLIGHT MANAGEMENT SYSTEM (FMS)-BASED ARRIVAL PROCEDURES

Scope: The optimization of the terminal control area (TMA) to provide for more fuel efficient aircraft operations through FMS-based arrival procedures

Related ATM objectives: Functional integration of ground systems with airborne systems; RNAV SIDs and STARs; Curved and segmented approaches; Arrival metering, sequencing and spacing; Application of data link

(GPI-13) AERODROME DESIGN AND MANAGEMENT

Scope: The implementation of management and design strategies to improve movement area utilization.

Related ATM objectives: nil

(GPI-14) RUNWAY OPERATIONS

Scope: Reduce runway occupancy times.

Related ATM objectives: A-SMGCS

(GPI-15) MATCH IMC AND VMC OPERATING CAPACITY

Scope: Improve the ability of aircraft to manoeuvre on the aerodrome surface in adverse weather conditions.

Related ATM objectives: A-SMGCS

(GPI-16) DECISION SUPPORT AND ALERTING SYSTEMS

Scope: Implement decision support tools to assist air traffic controllers and pilots in detecting and resolving air traffic conflicts and in improving traffic flow

Related ATM objectives: Minimum safe altitude warning; Conflict prediction; Conflict alert; Conflict resolution advice; Trajectory conformance monitoring; Functional integration of ground systems with airborne systems

(GPI-17) IMPLEMENTATION OF DATA LINK APPLICATIONS

Scope: Increase the use of data link applications.

Related ATM objectives: Application of data link; Functional integration of ground systems; with airborne systems; ATS inter-facility data communication (AIDC)

(GPI-18) AERONAUTICAL INFORMATION

Scope: To make available in real-time, quality assured electronic information (aeronautical, terrain and obstacle).

Related ATM objectives: Functional integration of ground systems with airborne systems; ATS-interfacility (AIDC) communications

(GPI-19) METEOROLOGICAL SYSTEMS

Objective: To improve the availability of meteorological information in support of a seamless global ATM system.

Related ATM objectives: nil

(GPI-20) WGS-84

Objective: The implementation of WGS-84 by all States.

Related ATM objectives: Implementation of WGS-84

(GPI-21) NAVIGATION SYSTEMS

Scope: Enable the introduction and evolution of performance-based navigation supported by a robust navigation infrastructure providing an accurate, reliable and seamless global positioning capability.

Related ATM objectives: WGS-84; NPA; Precision approach; Required navigation performance

(GPI-22) COMMUNICATION NETWORK INFRASTRUCTURE

Scope: To evolve the aeronautical mobile and fixed communication infrastructure, supporting both voice and data communications, accommodating new functions as well as providing the adequate capacity and quality of service to support ATM requirements.

Related ATM objectives: AMSS; HF data; VHF data; SSR Mode S; ATN

(GPI-23) AERONAUTICAL RADIO SPECTRUM

Scope: Timely and continuing availability of adequate radio spectrum, on a global basis, to provide viable air navigation services (communication, navigation and surveillance).

Related ATM objectives: nil

Presentation of the Coastguard for the Netherlands Antilles and Aruba



LT Smits HRCC CGNAA

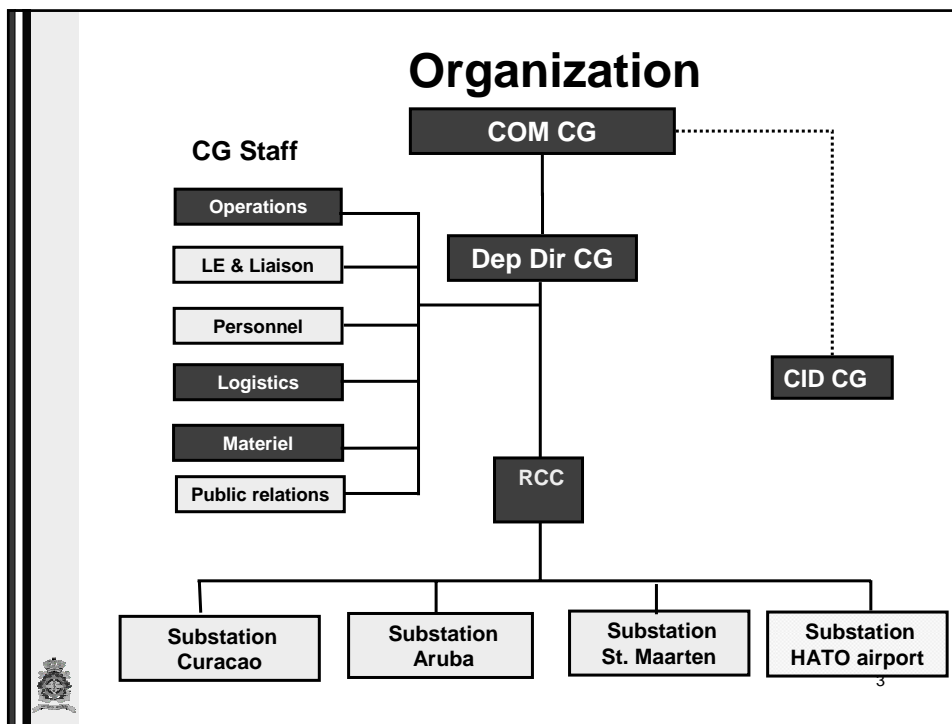
1

Contents

- **Tasks**
- **Assets**
- **Results**





2



Tasks (1)

Maritime law enforcement

- General Maritime Policing (drugs, weapons, illegal Immigration)
- Border Control
- Customs Surveillance
- Environmental and fisheries
- Shipping Control

Tasks (2)

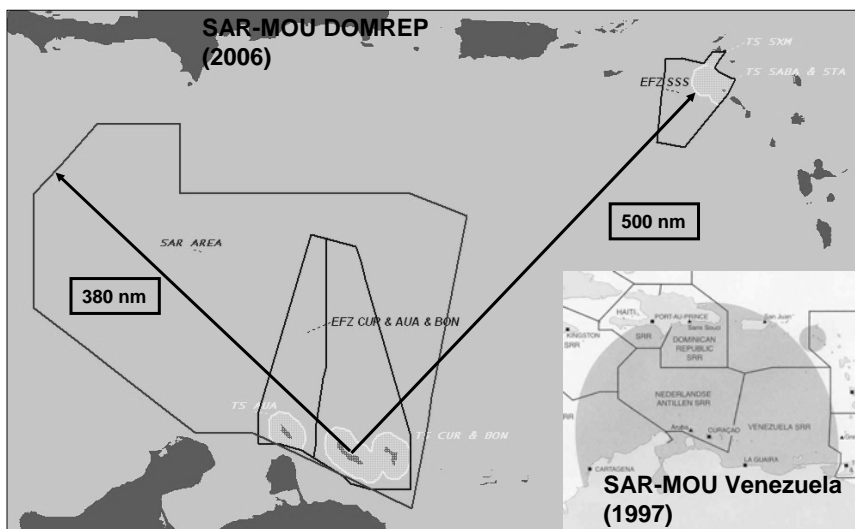
SAR and Maritime Safety

- Safety, Emergency and Distress communications
- SAR and maritime disaster relief



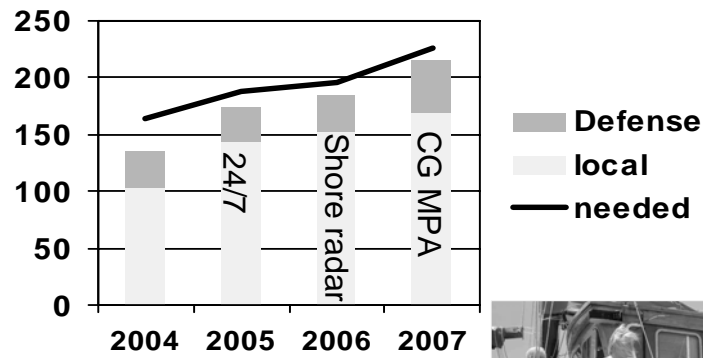
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Tasks (3)



6

Assets (personnel) (1)



Assets(infrastructure) (2)

**Coastguard staff building
Willemstad Curacao**



Assets(infrastructure) (3)

Substations **Curacao**
 Aruba
 St. Martin



Ship lift capacity



9

Assets (Defense)(6)

Lynx



2006: 290 hours

WIGS



2006: 92 days

AS355



2006: 700 hours



Assets (air)(7) phase one

Fokker-60

- **Period: April 2005 – 2007**
- **2 aircraft/3 crews**
- **Endurance: 9 hrs**
- **2000 hours per year**



11

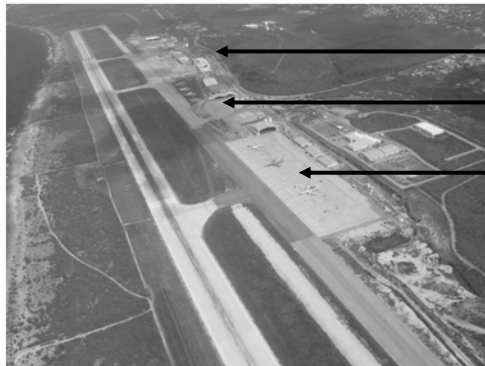
Assets (air) (8) phase two

CG Surveillance capacity: DASH 8

- **Period: from 2007**
- **2 aircraft/5 crews**
- **2000-2400 hours annually**
- **Equipment: Radar(SAR), FLIR**
- **Endurance: 8 hours**
- **Wet lease**
- **Crew: 7**



Assets(infrastructure) (6)



Hato-civil

Hato-militair

Forward Operating Location



- Substation Hato-militair (jan 2007)

13

Assets(organic) (9)

3 Cutters with RHIBS

- Crew: 11
- Speed: 27 kts
- Range: 2000 Nm



14

Assets(organic) (10)

12 super-RHIBS

- **Crew: 4**
- **Speed: 40+ kts**
- **Range: 15 hrs (30 kts)**



15

Assets(organic) (11)



3 Inshores (backup)



3 go fasts (training purposes)



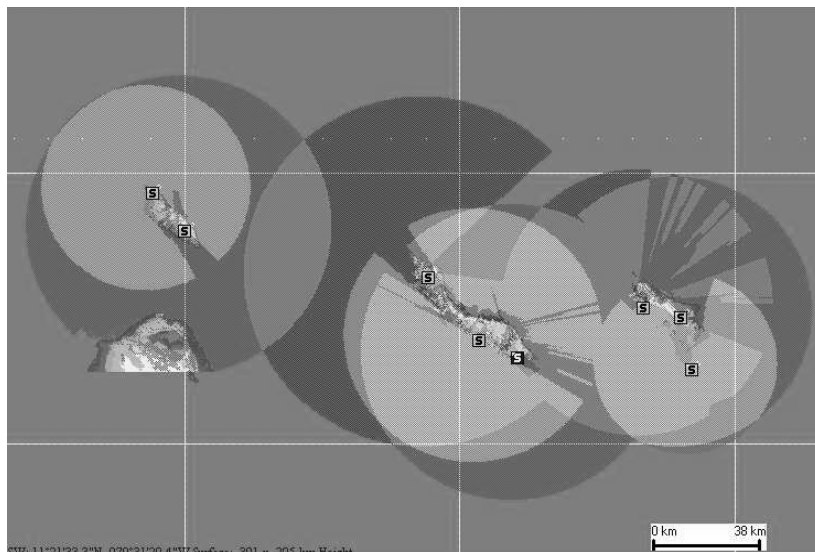
Assets (Shore radar system)(12)

Permanent shore radar

- Unmanned
- Aruba, Curaçao, Bonaire
- Period: from June 2006



Assets (Shore radar system)(13)



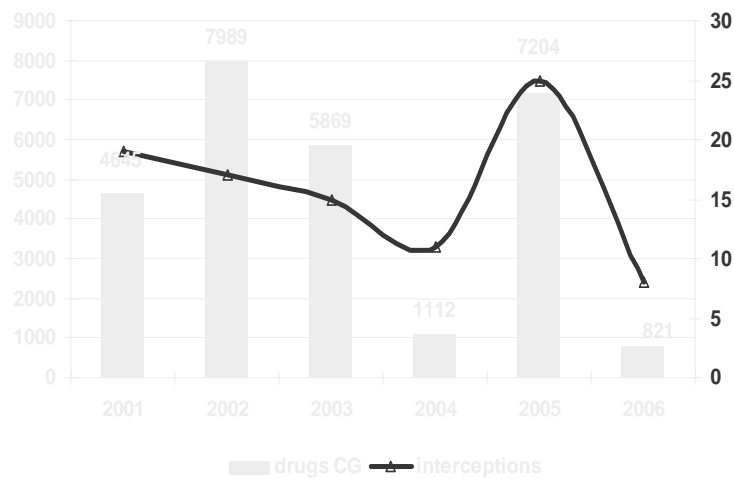
Assets (end state)

- 3 Cutters
- capable helicopter
- 12 Super RHIBS's (2006)
- 24/7 availability of personnel (2006)
- Modern supporting equipment (ION-scans, weapons e.t.c) (2006)
- Modern infrastructure (2006)
- Shore radarsystem (2006)
- CG patrol aircraft (2007)



19

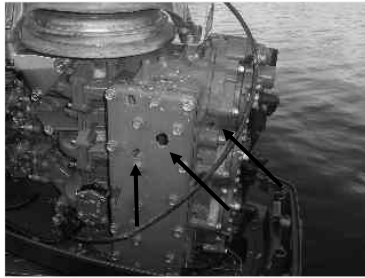
Results (drugs seizures) (1)



20

Remarks drugs (2)

- Smaller quantities per transport (50-300 kg)
- Increased use of disabling fire by CG-units



21

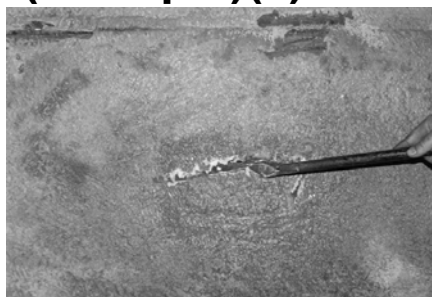
Results drugs (example)(4)

- Date: February 1st 2006
- Vessel: Venezuelan bark
- Seizure: 111 kg cocaine, 4 arrests
- Location: Anna Baai (CUR)
- Units involved:
S-RHIB, RST,
Customs

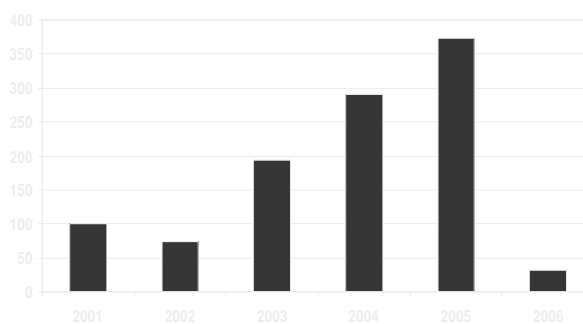


2F-12

Results drugs (example)(5)



Results (illegal immigration ABC/SSS) (8)



Results 2005 (other)(9)

- **Fisheries: 30 cases**
- **Illegal immigrants: 387**
- **Environment: 5 oil pollution cases**
- **Maritime environment: 39 cases**
- **SAR: 327 persons involved**
- **Shipping: 367 cases**



Discussed subjects

- **Tasks**
- **Assets**
- **Results**



Agenda Item 3: Safety Oversight matters

3.1 Under this Agenda Item, the Meeting received IP/03 presented by the Secretariat on the results of the Directors General of Civil Aviation Conference which took place in Montreal from 20 to 22 March 2006. The purpose was to inform those States which did not attend the Conference, as well as to remind them that a follow up was required for actions to be complied before specific dates as is the case with Clause 1 a) of the Declaration. It was also recognized that some conclusions required immediate attention by States. The Meeting was reminded that both the Declaration as well as the Conclusions was available in the ICAO web page.

3.2. United States presented an information paper indicating that under the Universal Safety Oversight Audit Program (USOAP), all ICAO Contracting States have begun to implement the new comprehensive system approach to auditing under the sixteen safety related annexes of the Convention on International Civil Aviation. Thus far, the United States has finished the first phase of its pre-audit activity, that is, the completion of the State Aviation Activity Questionnaire (SAAQ) and the compliance checklist for each Annex. The information paper was intended to share a few of the lessons learned, and relevant issues that Contracting States may encounter during the pre-audit preparations. The Meeting recognized that the “systems approach” to auditing is designed to verify that the organization responsible for safety oversight in a Contracting State is evaluated as a whole, rather than as the sum of its parts. The audit process provides a framework for evaluating those cross-divisional relationships within a Contracting State’s organization that is critical to that State’s ability to successfully perform its safety regulatory oversight function.

3.3 RASOS briefed the Meeting on its activities since its inception in 2002 and on its plans for the future, as outlined in IP/11. Administrative activities included set up of office, files, website, communications and sustainable funding. Technical activities included needs assessments of seven member Authorities to establish a baseline goal development of an action plan from the assessments. Actions included training of inspectors and technical staff, harmonization of rules and procedures, provision of mutual technical assistance in safety oversight of air operators and aerodrome operators, development of trans-national inspection capabilities, and pre-audit peer reviews of members. Harmonization efforts also included development of projects for computerized PEL database and license delivery, internet based computerized common airman knowledge written examinations, joint aerodrome certification, joint ATO certification and joint foreign operator certification.

3.4 Plans for the future include expansion of activities to all safety and security Annexes and a name change to the Caribbean Aviation Safety and Security Oversight System (CASSOS) and designation of CASSOS as a formal institution of the Caribbean Community (CARICOM) which will place the organization more favourably for international recognition within the aviation community and by international donors.

Eighth Meeting of Directors of Civil Aviation of the Central Caribbean
Report on Agenda Item 3

3-2

3.5 RASOS stands as a model for small developing nations aspiring to develop regional or sub-regional approaches to aviation safety oversight.

Agenda Item 4: Aviation Security (AVSEC) matters

Annex 17 and the Security Manual

4.1 The Meeting took note that on 30 November 2005, the ICAO Council adopted Amendment 11 to Annex 17 prescribing 10 April 2006, as the date on which it would become effective and 1 July 2006 as the applicability date. Amendment 11 covers the reinforcement of national civil aviation security control programme provisions; In-Flight Security Officers (IFSOs); general aviation and aerial work; one-stop security concept for passengers and baggage; risk assessment concept; security for all-cargo operations; and definitions. The letter and the reporting format which was sent out to States on 30 November 2005, were provided in this paper. Based on the above, the Meeting adopted the following Conclusion:

CONCLUSION 8/4 ADOPTION OF AMENDMENT 1 TO ANNEX 17

That the States which have not done so, inform ICAO using the appropriate form;

- 1) any differences that will exist on 1 July 2006 between the national regulations or practices and the provisions of the Annex 17 to include Amendment 11 and thereafter of any further differences that may arise, in accordance with the obligation imposed by Article 38 of the ICAO Convention; and
- 2) the dates in which the States will have complied with the provisions of Annex 17, including its Amendment 11.

Restructuring of the Security and Facilitation Branch

4.2 The Meeting took note that the Security and Facilitation Branch have been restructured into two branches, Specification and Guidance Material (SGM) and Coordinated Assistance and Development Section (CAD).

Recruitment of AVSEC Professionals

4.3 The Meeting took note that a new ICAO strategy for aviation security assistance and development, and considering the continuously evolving and increasingly challenging nature of the aviation security field, the Coordinated Assistance and Development Section (CAD) in the Aviation Security and Facilitation Branch (S&F), and Technical Cooperation Bureau, are in the process of compiling a new roster of aviation security professionals. The working paper provided the purpose of this initiative to recruit short term experts to carry out ICAO aviation security; the prerequisites included in **Appendix A** to this part of the Report are required for all potential candidates. In view of the above, the Meeting agreed with the following Conclusion:

CONCLUSION 8/5

RECRUITMENT OF AVSEC PROFESSIONALS

That the States/Territories:

- a) review the ICAO prerequisites for the recruitment of the AVSEC professionals presented in the Appendix A to this part of the Report. and forward this information to AVSEC qualified individuals in their administrations; and
- b) encourage qualified individuals to apply with ICAO to assist States with the enhancement of their AVSEC Programmes

Aviation Security Training Programme

4.4 The Meeting received information on the ICAO 2006 AVSEC Training courses at the three Aviation Security Training Centres at Port of Spain (Trinidad and Tobago), Quito (Ecuador) and Buenos Aires (Argentina). CAD who is responsible for the development of all Aviation Security Training Packages (ASTP) plan to develop new aviation security training packages in 2006, to include airport and aircraft security design, new and emerging threats in civil aviation, screener certification and national quality control.

Annex 9 and Machine Readable Travel Documents

4.5 The Meeting was also informed that through its Aviation Security and Facilitation Branch (S&F), ICAO pursues the objective to facilitate and strengthen border clearance and security measures in airports and to reduce landside congestion, with a three-part strategy: standardization of passports, visas and other travel documents; improvement of inspection processes with the use of modern technology; and tackling of related security problems. The Meeting was provided with a significant ICAO publication of the recently held Symposium on ICAO Standard MRTDs and Biometric Enhancement (with exhibition) and the following websites: <http://www.icao.int/icao/en/atb/fal/MRTDsymposium/index.html>, www.icao.int/mrtd

ICAO Universal Security Audit Programme (USAP)

4.6 The Meeting took note of the ICAO USAP AVSEC Audits and Follow-up visits that were conducted in the CAR Region on 2005, and an audit and follow-up visit schedule relating to missions to be conducted in 2006 and 2007 were provided. The list of audits conducted and the follow-up visits for 2006 and 2007 are attached in **Appendix B** to this part of the Report.

Organization of American States (OAS) Counter Inter-American Committee Against Terrorism (CICTE)

4.7 The Meeting received information on the Organization of American States (OAS) Counter Inter-American Committee Against Terrorism (CICTE) that offered thirty (30) fellowships for National Aviation Security Officials in the region wishing to attend the Hold Baggage Screening Seminar/Meeting on 28 November 2005, at Monterrey, Mexico, Twenty-four (24) fellowships (14 of the CAR Region) of which were processed by OAS/CICTE for this event.

ICAO/Canada Aviation Security Awareness Training Programme Phase II

4.8 The Meeting was apprised that Transport Canada and ICAO are currently working to complete a proposal called “Counter Terrorism Capacity Building Programme” which entails aviation security (AVSEC) workshops, courses and seminars in the CAR/SAM Regions from 2006-2009, targeted for the Civil Aviation Aeronautical Authorities and may include airports, air operators and airport policing authorities. The AVSEC topics for these events will include but are not limited to Airport Security Programme, National Civil Aviation Security Programme, National Quality Control Programme, Passenger Screening, Cargo Security Programme and Human Factors.

Aviation Security/Facilitation Seminar at the Dominican Republic

4.9 The Meeting took note that the ICAO Technical Cooperation Bureau plan to host a Aviation Security and Facilitation Seminar at Santo Domingo, Dominican Republic on 27-30 June 2006. And that the event is being coordinated with the ICAO Security and Facilitation Branch (S&F), the Technical Co-operation Bureau and the ICAO NACC Office.

Aviation Security Point (PoC)

4.10 The Meeting took note that due to the views expressed by the G8 Roma-Lyon Crime and Terrorism Group against criminality and terrorism, an ICAO-wide Aviation Security Point of Contact (PoC) Network was established for the communication of imminent threats to civil air transport operations.

4.11 Due to the sensitivity of the information to be contained in the Network, strict control should be exercised as failure to do so may compromise efforts and future security implementation endeavours. It outlined responsibilities that participating States should take into account in order to maintain control over this information. The Meeting also noted an application format for contact information which is included in **Appendix C** to this part of the Report, which States who wish to participate should complete and send it directly to the Chief, Aviation Security and Facilitation Branch, ICAO, fax; + 1 (514) 954-6408, e-mail: avsec@icao.int. Therefore, the Meeting agreed the following Conclusion:

CONCLUSION 8/6

AVIATION SECURITY POINT OF CONTACT (POC) NETWORK

That the States/Territories:

- a) review the criteria information for accessing the Point of Contact (POC) Network and designate the appropriate authority to receive imminent threats to civil air transport operations through this Network; and
- b) before 30 June 2006 sign up with ICAO using the appropriate form for the POC Network, presented in Appendix C to this part of the Report.

Aviation Security Committee (AVSEC/COMM)

4.12 The Meeting noted that the Fifth Meeting of the Aviation Security Committee (AVSEC/COMM) was held at Buenos Aires, Argentina in conjunction with the 10th Annual LACAC Group of AVSEC Experts on 8-13 May 2006. The AVSEC/COMM Meeting proposed to discuss AVSEC topics such as Hold Baggage Screening (HBS) Final Report findings and Action Plan, Quality Control Programme, Cargo Security Programme, AVSEC Instructor/Consultant Directory, National Civil Aviation Security Training Programme, Passenger Screening Programme, Passenger Screening Seminar and Regional Mechanism for sharing threat information.

4.13 The Chairman of the GREPECAS AVSEC Committee, made a brief report to the Meeting regarding the AVSEC/COMM/5 held in Argentina from May 11 to 13.

4.14 The AVSEC/COMM/5 received an update from ICAO, which recognized the need to embrace Annex 9 – *Facilitation* within the framework of AVSEC. The Meeting also encouraged States to respond to the ICAO State Letter on the implementation of Amendment 11 to Annex 17 and the Recruitment Call for AVSEC Professionals. The Meeting set up Ad hoc Groups in the areas of:

- ***Training:***
 - To establish criteria for AVSEC Professionals who should be added to the database of Certified Instructors and AVSEC professionals.
 - Analyze requirements and acquisition procedures for passenger screening equipment in the CAR/SAM States/Territories.
- ***Hold Baggage Screening:***
 - To continue the work of the HBS Task Force in finalizing the report of the Task Force and submitting to ICAO for adoption as the framework for Guidance Material to be published for the use of CAR/SAM States/Territories.

- ***Cargo Security:***
 - To review the status of implementation of Cargo Security measures by CAR/SAM States/Territories.
- ***Facilitation:***
 - To determine the needs of CAR/SAM States/Territories in the implementation of Annex 9.

4.15 The Meeting agreed to pursue the holding of a Seminar on Passenger Screening in Jamaica in November 2006.

4.16 The AVSEC/COMM Chairman noted the kind offer by the TSA Delegate from United States to offer courses on AVSEC Quality Assurance to begin in June 2006 as well as the wish to assist Caribbean States/Territories in preparing for the 2007 Cricket World Cup with training in the areas of Passenger Screening and Immigration Processing.

APPENDIX A

REQUIREMENTS FOR THE RECRUITMENT OF AVSEC PROFESSIONALS

Dear colleagues:

With the launch of a new ICAO strategy for aviation security assistance and development, and considering the continuously evolving and increasingly challenging nature of the aviation security field, the coordinated Assistance and Development section (CAD) in the Aviation security and Facilitation Branch, and Technical cooperation Bureau, are in the process of compiling a new roster of aviation security professionals. These professionals, if successfully recruited as short term experts will carry out ICAO aviation security missions to help ICAO contracting States; a) develop a sound aviation security infrastructure; b) correct aviation security deficiencies as revealed by the universal ICAO Aviation security programme, c) deal with new and emerging threats; d) teach ICAO aviation security training courses. The new list will be compiled based on merit and professional experience in aviation and aviation security. The following prerequisites are required for all potential candidates:

Required Experience:

1. A comprehensive and working knowledge of ICAO's Annex 17 to the convention on International Civil Aviation (Chicago convention).
2. A comprehensive and working knowledge of ICAO Security Manual for the safeguarding of civil Aviation from Acts of unlawful Interference. (Doc.8973).
3. Working knowledge and familiarity with ICAO Annexes 6, (Aircraft Operations) 9, (Facilitation) 14, (Aerodromes) and 18, (Dangerous Goods).
4. 10 years of domestic and international working experience in aviation security policy, planning, organizational and operational experience.
5. Strong command of one of the 6 ICAO working languages, Arabic, Chinese, English, French, Russian and Spanish, and one of any of the others.
6. Managerial skills in project management.
7. Working knowledge in aviation security training and familiar with the ICAO Aviation security Training programme.
8. Appreciation of, and ability to work with, people from different cultures.
9. Ability to travel anywhere around the world, including remote and high risk destinations.

Desirable experience:

1. Working experience in aviation management, airport operations (air and landside) operations, air carrier operations, aviation-related law enforcement operations.
2. Completion of ICAO aviation security training courses.
3. Certification as an ICAO aviation security auditing (USAP certification).
4. Risk and threat assessment (risk models and, geopolitical applications).
5. Airport security design and planning.
6. Cabin and flight deck experience.

Anyone who meets these requirements and may be interested in carrying out aviation security missions on behalf of ICAO is encouraged to submit his/her resume to me at Jhaidar@icao.int, and copy Mrs. Wendy Kiley-Valiquet, wkiley-valiquet@icao.int

Also, it would be greatly appreciated if you may forward this message to anyone qualified individuals in your administration.

Finally, while we look forward to hearing from you with the Curriculum vitae of appropriate candidates.

Jalal
Jalal Haidar
A/Chief
Coordinated Assistance and Development (CAD) Section
Aviation Security and Facilitation Branch
International Civil Aviation Organization
Montreal, Quebec, Canada
H3C 5H7
Tel: 514 954 5837
Fax: 514 954 6408

APPENDIX B

**ICAO UNIVERSAL SECURITY AUDIT PROGRAMME (USAP)
AUDIT ACTIVITY REPORT**

PROGRAMME IMPLEMENTATION AS OF 31 March 2006

	STATE	AIRPORTS AUDITED	DATE OF AUDIT	FOLLOW-UP VISIT DATES
1.	Antigua and Barbuda	Antigua V.C. Bird International Airport (ANU)	November 2005	2007
2.	Canada	Toronto Pearson International Airport (YYZ)	May 2005	2007
3.	Costa Rica	San Jose Juan Santamaria International Airport (SJO)	February 2005	2007
4.	Cuba	Havana Jose Marti International Airport (HAV)	March 2004	March 2006
5.	El Salvador	San Salvador El Salvador International Airport (SAL)	August 2004	2006
6.	Guatemala	Guatemala City La Aurora International Airport (GUA)	January/February 2005	2007
7.	Honduras	Tegucigalpa Toncontin International Airport (TGU)	March 2004	2006
8.	Jamaica	Kingston Norman Manley International Airport (KIN)	September 2003	October 2005
9.	Mexico	Mexico City International (MEX) and Guadalajara Miguel Hidalgo (GDL) Airports	January 2004	May/June 2006
10.	Nicaragua	Managua Internacional Augusto C. Sandino Airport (MGA)	August/September 2004	September 2006
11.	Saint Kitts and Nevis	St. Kitts Robert L Bradshaw Airport (SKB)	November/December 2005	2007
12.	Trinidad and Tobago	Port of Spain Piarco International Airport (POS)	June/July 2003	October 2005
13.	United States	New York John F. Kennedy International Airport (JFK)	April 2005	2007

**ICAO UNIVERSAL SECURITY AUDIT PROGRAMME (USAP)
AUDIT SCHEDULE**

JANUARY TO DECEMBER 2006

First Quarter 2006 (January to March)	Second Quarter 2006 (April to June)
Dominican Republic	Grenada Saint Lucia Saint Vincent and the Grenadines
Third Quarter 2006 (July to September)	Fourth Quarter 2006 (October to December)
NONE	Barbados

**ICAO UNIVERSAL SECURITY AUDIT PROGRAMME (USAP)
AUDIT SCHEDULE**

JANUARY TO DECEMBER 2007

First Quarter 2007 (January to March)	Second Quarter 2007 (April to June)
NONE	NONE
Third Quarter 2007 (July to September)	Fourth Quarter 2007 (October to December)
NONE	Bahamas Belize Haiti

ATTACHMENT to State letter SP 48/1-06/19

AVIATION SECURITY POINT OF CONTACT (PoC) NETWORK

Sign-up Form

Please complete the following form and ensure that the contact-point is not only knowledgeable but that he or she is available on a 24-hour basis.

1. CONTACT, TELEPHONE NUMBER, FAX and E-MAIL (*Example: "Country: Command Centre, Aviation Security Department, City, Country, Telephone: 1 - 555 - 555- 1212, Fax: 1 -555 - 555-1212, E-mail "*)

Contact Person (s) (up to 3 persons)

Name: _____

Position/Department: _____

Address: _____

Tel.: _____ Fax: _____

E-mail: _____

2. DESCRIPTION OF POINT OF CONTACT (*Example: "Country: Aviation Security Department is a telecommunications centre that is open 24 hours a day. Its personnel can immediately connect the caller to an appropriate investigator or expert. The Command Centre itself does not have electronic evidence investigators or experts."*)

3. LANGUAGE CAPABILITIES OF CONTACT (*Example: "Country: Command Centre personnel speak English only."*)

4. PLEASE PROVIDE E-MAIL CONTACT FOR DISTRIBUTION OF UPDATES TO CONTACT POINT LIST (*Example: "COUNTRY: Johndoe@xxx.gov and Marydoe@xxx.gov "*)

Agenda Item 5: Other Business

Tentative Schedule – 2006 ICAO NACC Office Meetings, Seminars, Courses and Workshops

5.1 The Meeting received updated information on the Tentative Schedule – 2006 ICAO NACC Office Meetings, Seminars, Courses and Workshops, which is presented in the **Appendix** to this part of the Report. The Meeting agreed that this information is useful in order that States/Territories could programme their participation and take advantage of the benefits of these events. Likewise, the Meeting took note that the mentioned programme is periodically updated and is published in the ICAO Office Web page, www.icao.int/nacc.

Improvement in the communication and cooperation between States, Territories and International Organizations and the ICAO NACC Regional Office

5.2 The Meeting agreed that the communication, coordination and cooperation between States, Territories and International Organizations and the ICAO NACC Regional Office require a continuous improvement aimed at optimizing resources and promoting a harmonized development in the different civil aviation fields. An example of this need would be the cooperation between ACSA-COCESNA and RASOS. The RASOS coordinator expressed that he will follow-up on the proposal for improved coordination/cooperation with ACSA.

Mechanism for Central Caribbean, Eastern Caribbean, Central America and NAM Region Meetings

5.3 The Secretariat recalled the Meeting on the present meetings system for the C/CAR, E/CAR and Central America sub-regions working groups and civil aviation directors and on its impact in the budget constraints of States/Territories and the ICAO NACC Regional Office, and that the main objectives of these meetings are the follow-up of the air navigation plan, examination of problems and solutions to encountered difficulties in the implementation, solution of deficiencies and promote development of civil aviation; likewise, the examination of common problems of the CAR Region are repeated in each subregion.

5.4 The Meeting exchanged points of view on the possibility that the working groups, as well as the directors of civil aviation joint themselves in their respective meetings to deal with common matters, starting with the C/CAR, E/CAR and Central America areas.

5.5 Participants to the Meeting expressed different opinions. Some recognized the benefits that will be gained in the optimization of resources and the improvement of the coordination and cooperation in the entire CAR Region. Other participants expressed that the unification of the working groups would difficult the dealing of specific matters of each subregion. To this effect, the Secretariat indicated that task groups could be formed during joint subregional meetings if the need arises.

5.6 Finally, the Meeting agreed that the ICAO NACC Regional Office also get preliminary opinions from States/Territories of the Eastern Caribbean, as well as Central America and COCESNA before officially proceeding.

Site of the Next C/CAR DCAs Meeting

5.7 In accordance with the Directors of Civil Aviation of the Central Caribbean meeting rotational scheme, the Director of Civil Aviation of Aruba express the Meeting his kind offer to host the C/CAR/DCA/9 Meeting in Aruba, tentatively in May 2007.

TENTATIVE SCHEDULE – 2006
ICAO NACC OFFICE – MEETINGS, SEMINARS, COURSES AND WORKSHOPS



1ST. QUARTER

MEETING/SEMINAR/COURSE/WORKSHOP	DATES	VENUE	PARTICIPANTS
North America Aviation Trilateral Safety/Security Meeting	23-27 January	Ixtapa, Mexico	NAM/CAR/SAM
COCESNA Meeting	24 February	Tegucigalpa, Honduras	Central America
C/CAR/WG/6 Meeting	20-24 February	Havana, Cuba	C/CAR
RASOS/12 Meeting	February	Caribbean	Members
ACG/6 Meeting	2-3 March	Lima, Peru	Members
MEVA TMG/16 Meeting	7-9 March	Santo Domingo, Dominican Republic	Members
ICAO/ASPA/SMS Seminar	14-16 March	Mexico City, Mexico	NAM/CAR/SAM
PAAST/10 Meeting	17 March	Mexico City, Mexico	Members
MEVAII/REDDIG Coordination Meeting	20-22 March	Lima, Peru	NAM/CAR/SAM
NAM/CAR ATFM Seminar	27-31 March	Tegucigalpa, Honduras	NAM/CAR

2ND QUARTER

MEETING/SEMINAR/COURSE/WORKSHOP	DATES	VENUE	PARTICIPANTS
AVSEC Airport Security Programme Workshop	3-7 April	ASTC Trinidad and Tobago	English speaking States
NAM/CAR Civil/Military Coordination Seminar	17-18 April	Santo Domingo, Dominican Republic	NAM/CAR
Central America AVSEC Experts	17-19 April	Guatemala	Central America
Regional NAM/CAR ATM Meeting	19-21 April	Santo Domingo, Dom. Republic	NAM/CAR
MEVA II/REDDIG Interconnection Task Force Meeting	3-5 May	ICAO NACC Office	Members
LACAC AVSEC Experts Meeting	8-10 May	Buenos Aires, Argentina	NAM/CAR/SAM
Seminar on Airport Projects Management	8-12 May	La Antigua, Guatemala	CAR/SAM
AVSEC COMM/5 Meeting	11-13 May	Buenos Aires, Argentina	NAM/CAR/SAM
C/CAR/DCA/8 Meeting	15- 18 May	Curacao	C/CAR
AP/ATM/12 Meeting	15-19 May	Lima, Peru	CAR/SAM
Practical workshop on aviation security (AVSEC) on the Airport Security Programme	15-19 May	ASTC Buenos Aires	Spanish speaking States

MEETING/SEMINAR/COURSE/WORKSHOP	DATES	VENUE	PARTICIPANTS
142 Meeting of the Governing Council of COCESNA	26 May	Guatemala, Guatemala	Central America
Aviation Security Course (AVSEC) on hostage negotiations (Level II)	5-9 June	Montreal, Canada	English speaking States
AIS/MAP World Congress	27-29 June	Madrid, Spain	CAR/SAM
Seminar on Aviation Security and Facilitation	27-30 June	Santo Domingo, Dom. Republic	NAM/CAR/SAM

3RD QUARTER

MEETING/SEMINAR/COURSE/WORKSHOP	DATES	VENUE	PARTICIPANTS
ATFM/TF/2 Meeting (RLA/98/003)	6-8 July	Bogotá Colombia	CAR/SAM
Regional NAM/CAR SAR Workshop/Meeting	25-28 July	Merida, Mexico	NAM/CAR
MEVA TMG/17 Meeting	24-26 July	NACC Office, Mexico	MEVA Members
Third MEVA II / REDDIG Coordination Meeting	26-28 July	NACC Office, Mexico	MEVA and REDDIG Members
Passenger Screening Certification Workshop	1-5 August	ASTC Trinidad	English speaking States
E/CAR/WG/30 Meeting	7-11 August	St. Lucia	E/CAR
AIS/MAP QM/TRAIN/TF Meeting	14-18 August	Montevideo, Uruguay	CAR/SAM
COCESNA Meeting	25 August	Central America	Central America
RASOS/13 Meeting	August	Trinidad and Tobago	Members
Workshop on the Aviation Security National Programme	1-5 September	ASTC Quito	Spanish speaking States
CNS/ATM/SG Automation TF Meeting	4-6 September	Mexico	CAR/SAM
NAT/CAR RNAV Routes Meeting	18-20 September	Miami, United States	NAT/CAR
Seminar on the implementation of CNS/ATM technologies – Project RLA/98/003	25-29 September	Lima	CAR/SAM

4TH QUARTER

MEETING/SEMINAR/COURSE/WORKSHOP	DATES	VENUE	PARTICIPANTS
Hostage Negotiation – Phase I	1-5 October	ASTC Quito	Spanish speaking States
AERMET/SG/8 Meeting	9-13 October (tentative)	Chile	CAR/SAM
AENA/ICAO Seminar on the future of the Air Navigation Communications	16-20 October	Santa Cruz, Bolivia	CAR/SAM
AIS/MAP DB/AUTO/TF Meeting	23-27 October	Rio de Janeiro, Brazil	CAR/SAM
NAM/CAR/SAM Performance Based Navigation Seminar	23-27 October	Santo Domingo, Dominican Republic	NAM/CAR/SAM
CAP/DCA/92 Meeting	2-6 October	NACC Office, Mexico	Central America and Panama
Meeting of the COCESNA/ACSA AVSEC Group of Experts	October	TBD	COCESNA/ACSA
Passenger Screening Seminar/TRN TF Meeting	13-17 November	Montego Bay, Jamaica	NAM/CAR/SAM
AGA/AOP/SG/5 Meeting	20-24 November	Montevideo, Uruguay	CAR/SAM
ICAO Seminar on Aeronautical Charts -Electronic Data and AIM	27 Nov. 8 Dec.	Santo Domingo, Dominican Republic	CAR/SAM
ATM/CNS/SG/5 Meeting	13-17 November	Recife, Brazil	CAR/SAM
COCESNA Meeting	November	Central America	Central America
AVSEC Instructors Certification	1-5 December	ASTC Buenos Aires	Spanish speaking States
E/CAR/DCA/20 Meeting	December	United States	E/CAR

2007

MEETING/SEMINAR/COURSE/WORKSHOP	DATES	VENUE	PARTICIPANTS
CAR SMS Workshop (Spanish)	January	Guatemala	Spanish speaking States
NAT/CAR SMS Workshop (English)	February	NACC Office, Mexico	English speaking States
AIS/MAP/SG/10 Meeting	February	Caracas, Venezuela	CAR/SAM
C/CAR WG/7 Meeting	February	Jamaica	C/CAR States
ASB/7/GREPECAS/14 Meetings	April	Costa Rica	CAR/SAM
Aeronautical Charts Working Group Meeting	TBD	TBD	CAR/SAM