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

**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**

(Presented by the Secretariat)

<p><b>SUMMARY</b></p> <p>This working paper reviews the status of the Conclusions of the previous meetings of Directors of Civil Aviation of the Central Caribbean, as well as of the NACC/DCA/2 Meeting, in order to determine the relevant actions that have been taken.</p> <p><b>References:</b></p> <ul style="list-style-type: none"><li>• Report of the Sixth Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR DCA/7) (San Juan, Puerto Rico, 30 June to 01 July 2004).</li><li>• Report of the Second Meeting of Directors of Civil Aviation of North America, Central America and Caribbean (Tegucigalpa, Honduras, 11 to 14 October 2005).</li></ul>
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**1.       Introduction**

1.1           The previous Meetings of Directors of Central Caribbean, as well as the Second Meeting of Directors of Civil Aviation of North American, Central America and Caribbean (NACC/DCA/2), adopted conclusions on air navigation items and other civil aviation relevant matters. Normally, these conclusions are the result of the review and adoptions on Draft Conclusions made by Working Groups. The follow up to these Meeting's conclusions which are related to Central Caribbean air navigation is normally performed by the Central Caribbean Working Group (C/CAR WG), which results are proposed to the consideration of this Director's Meeting.

## 2. **Discussion**

2.1 The C/CAR DCA/7 Meeting reviewed the status of the conclusions which were approved by the Meeting, recommending its consideration on the status of compliance of the referred conclusions. Consequently, the review presented in this working paper as **Appendix A**, is suggested for consideration by the Meeting.

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

## 3. **Suggested Action**

3.1 The Meeting is invited to review the Appendices A and B to this working paper in order to evaluate the status of compliance of the foregoing conclusions and to determine follow-up actions, taking into account the facts and considerations expressed under paragraphs 2.1 and 2.2 of this paper.

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## APPENDIX A

## PROPOSAL ON THE STATUS OF CONCLUSIONS REALTED TO THE C/CAR DCA MEETINGS

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	<p><b>CONCLUSION 6/2 - ESTABLISHMENT OF PRIORITIES TO THE DRAFT CONCLUSIONS REFERRED BY THE C/CAR WORKING GROUP</b></p> <p>That the C/CAR Working Group, when referring its Draft Conclusions to the meetings of Directors of Civil Aviation, add information emphasizing those conclusions whose actions are more critical and establishing priority.</p>	C/CAR WG	This Conclusion was superseded by Conclusion 7/1 of the C/CAR/DCA7 Meeting.	Superseded	Take note
AIS/ MAP	<p><b>CONCLUSION 6/4 - TOP PRIORITY SUPPORT TO ACHIEVE IMPLEMENTATION OF THE AIS/MAP AUTOMATED INTEGRATED SYSTEM AND AIS/MAP QUALITY ASSURANCE SYSTEM IN THE CENTRAL CARIBBEAN STATES/TERRITORIES</b></p> <p>That,</p> <p>a) The States/Territories in the Central Caribbean, in order undertake actions towards the effective implementation of the AIS/MAP Automated Integrated System and AIS/MAP Quality Assurance System in the Central Caribbean, and taking into account the problems that the AIS/MAP deficiencies represent, agree:</p> <ol style="list-style-type: none"> <li>1. to develop a project within the ICAO Technical Cooperation Programme aimed to solving the deficiencies and improving the Aeronautical Information processes focusing on the effective implementation of the AIS/MAP Automated Integrated System and AIS/MAP Quality Assurance System; and</li> <li>2. that the project mentioned in paragraph 1 above would have the work developed by Cuba and COCESNA in their respective systems as the framework; and</li> </ol> <p>b) the ICAO Regional Office develop a Technical Cooperation Project Document and submit it for consideration by the Civil Aviation Administrations no later than 30 September 2003.</p>	<p>a) States/ Territories</p> <p>b) ICAO NACC Office</p>	<p>a) The ICAO NACC Office has not received from States/Territories their intention on these projects.</p> <p>b) Since the ICAO NACC Office does not have a Technical Cooperation officer, this request was sent to TCB, Montreal and it is expected to receive the project document.</p> <p>- The Regional Office will carry out a survey in order to determine the status of implementation of the air navigation-related coordinates of interest</p>	<p>-Superseded by Conclusion 7/2 of the C/CAR/DCA/7 Meeting.</p> <p>-Refers to Conclusion 2/25 of NACC DCA/2 Meeting and Conclusion 13/46 of GREPECAS/13</p>	Follow-up and take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATO	<b>CONCLUSION 6/15 - CARIBBEAN HIGH LEVEL AIR TRANSPORT EXPERT GROUP</b> That the NACC Regional Office informs States of the CAR Region in respect of the urgent need from those States having bilateral Air Transport Agreements with European States to form a High Level Air Transport group of experts to study common strategies to deal with the proposed multilateral agreements with the European Community.	ICAO NACC Office	This Conclusion was superseded by Conclusion 7/3 of the C/CAR/DCA/7 Meeting..	Superseded	Take note
GEN	<b>CONCLUSION 7/1 PRIORITIZING DRAFT CONCLUSIONS REFERRED BY THE CENTRAL CARIBBEAN WORKING GROUP</b> That the C/CAR Working Group, when referring its Draft Conclusions to the meetings of Directors of Civil Aviation, add information emphasizing those conclusions whose actions are more critical and establishing priority.	C/CAR WG	It is expected that the C/CAR WG presents its Sixth Meeting Report, taking into account the guidelines provided in this conclusion.	Valid	Follow-up
AIS/ MAP	<b>CONCLUSION 7/2 AIS/MAP TECHNICAL COOPERATION PROJECT</b> The Directors of Civil Aviation of the C/CAR States and Territories, in support of implementation of AIS/MAP integrated systems and Quality Assurance Programmes, agree to: a) request a Technical Cooperation Project Document be developed by ICAO Headquarters for the above system and programme by 30 October 2004, and b) make a determination on the funding for the Project by 31 December 2004.	States/ Territories	-Taking into account Conclusion 13/46 and paragraphs 3.5.20, 3.5.21 and 3.5.22 of the GREPECAS/13 Meeting the ICAO D/TCB is preparing a project to be submitted to States/Territories' consideration in June 2006, which will contain a financial proposal.  -Refers to comments and follow-up of Conclusion 6/4 of the C/CAR DCA/6 Meeting.	Valid June 2006	Follow-up
ATO	<b>CONCLUSION 7/3 CARIBBEAN HIGH LEVEL AIR TRANSPORT EXPERT GROUP</b> That the ICAO NACC Office, in coordination with Bahamas, Cuba, Jamaica and other interested States/Territories, arrange by 30 October 2004 the establishment of a Group of Air Transport Experts for the express purpose of providing mutual support for aviation agreements with the European Community.	ICAO NACC Office States/ Territories	A letter on this subject was sent to Bahamas, Cuba and Jamaica. No response was received.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	<b>CONCLUSION 7/4 SUPPORT TO THE EFFORTS FOR THE IMPLEMENTATION OF RVSM IN THE CENTRAL CARIBBEAN</b> That the States/Territories continue supporting the C/CAR WG so that, in coordination with the ICAO NACC Regional Office, efforts and programme activities be carried out for the implementation of RVSM in the Central Caribbean on January 20, 2005.	States/ Territories/	RVSM was implemented on 20 January 2005. The post-implementation activities require that States/Territorios present large hight deviation (LHD) reports to assess safety. Curacao has not presented LHDs.	Completed	Note
ATM	<b>CONCLUSION 7/5 IMPLEMENTATION OF PHASE TWO OF RNAV ROUTES IN THE CENTRAL CARIBBEAN</b> That the States/Territories of C/CAR, in coordination with the ICAO NACC Regional Office, implement phase two of RNAV Routes in the C/CAR presented in Appendix A to this part of the Report.	States/ Territories/ ICAO NACC Office	Implemented in December 2005.	Completed	Note
ATM	<b>CONCLUSION 7/6 STUDIES FOR THE IMPLEMENTATION OF RNP IN THE CENTRAL CARIBBEAN</b> That the C/CAR WG in coordination with the ICAO NACC Regional Office, carry out the studies and forward to the C/CAR DCA/8 an action plan for the implementation of the RNP in C/CAR, based of the information in Appendix B to this part of the Report.	C/CAR WG	Will be reviewed under Agenda Item 2.3	Completed	Note
ATM	<b>CONCLUSION 7/7 INCLUSION IN THE WORK PROGRAMME OF THE C/CAR WG THE DEVELOPMENT OF ATS SAFETY MANAGEMENT PROGRAMMES</b> That the C/CAR WG develop, in coordination with the ICAO NACC Regional Office, an ATS safety management programme with objectives and minimum acceptable levels for the Central Caribbean so as to ensure safety in the provision of Air Traffic Services and to reduce ATS incidents, and the results be presented to the next C/CAR DCA meeting	C/CAR WG	Will be reviewed under Agenda Item 2.1	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	<p><b>CONCLUSION 7/8 DEVELOPMENT OF ATM CONTINGENCY PLANS FOR THE CAR REGION</b></p> <p>That, C/CAR States/Territories that have not yet done so:</p> <p>a) develop their ATM contingency plans for their airspace (CTA/UTA/FIR) and aerodromes under their jurisdiction;</p> <p>b) submit to the ICAO NACC Regional Office a copy of their ATM Contingency Plan by 30 November 2004; and</p> <p>c) carry out bilateral and/or multilateral agreements with States/Territories/International Organizations responsible for neighbouring airspace, in coordination with the ICAO NACC Regional Office, to develop an ATM Regional Contingency Plan using the guidelines presented in the Appendix C to this part of the Report.</p>	States/ Territories/	<p>Only Haiti has finalized. Cuba and Dominican Republic have developed a Draft.</p> <p>GREPECAS Conclusion 13/68 required to finalize on 30 June 2006.</p> <p>The Air Navigation Commission is following up the contingency plans.</p>	Valid	Follow-up
AIS/MAP	<p><b>CONCLUSION 7/9 TOTAL IMPLEMENTATION OF WGS-84</b></p> <p>Considering that the RNAV and RNP systems, including RVSM, are in an advanced implementation phase, and that for their efficient application the strict accuracy and integrity of data on which they are based is required, the States/Territories of the C/CAR agree to:</p> <p>a) carry out a greater and more effective follow-up to the total implementation of the WGS-84 System;</p> <p>b) establish 30 November 2004 as the deadline for the total implementation of WGS-84 in the States/Territories of the C/CAR;</p> <p>c) develop technical assistance agreements of which the experience obtained by the States that have already implemented the system in their territories may be taken advantage;</p> <p>d) designate the C/CAR WG to electronically carry out the task of preparing and completing the tables included in the Appendix D to this part of the Report, so that States/Territories with adjacent FIRs determine bilaterally the geographical coordinates of the common points at the boundaries of the FIRs, as well as its standardization and publication by 30 November 2004; and</p> <p>e) request the Regional Office to act as mediator for the quick resolution of the cases where discrepancies may arise.</p>	States/ Territories/	<p>-According to Draft Conclusion 6/1 and to paragraphs 3.1.19 to 3.1.21 of the C/CAR WG/6 Meeting, it is expected that the Administrations support the work carried out by the C/CAR-AIS/MAP Task Force, take the appropriate actions and present updated information during the Meeting.</p> <p>This issue will be dealt with under Agenda Item 2.1</p> <p>- The Regional Office will carry out a survey in order to determine the status of implementation of the air navigation-related coordinates of interest</p>	<p>-Superseded by Draft Conclusion 6/1 of the C/CAR/WG/6.</p> <p>-15 September 2006</p>	Take note and follow up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	<b>CONCLUSION 7/10 AIR NAVIGATION DEFICIENCIES</b> The Directors of Civil Aviation of the States/Territories of the Central Caribbean, duly concerned with the large number of Air Navigation Deficiencies and cognizant of their responsibility for correcting them, agree to: a) closely review the Air Navigation Deficiencies identified in their States/Territories, particularly those which have the greatest impact on Safety, b) use this analysis to develop a strategy and activities for the resolution of these high-risk Deficiencies, and c) submit the appropriate Action Plans (Appendix F to this part of the Report) for the correction of their respective Air Navigation Deficiencies to the NACC Office by no later than 30 December 2004.	States/ Territories/	It is proposed to consider that this conclusion has been superseded by Conclusion 2/28 of the NACC/DCA/2.	Superseded	Take note
ATM	<b>CONCLUSION 7/11: ATS QUALITY ASSURANCE SPECIAL IMPLEMENTATION PROJECT IN THE CARIBBEAN REGION</b> That States/Territories of the Central Caribbean: a) foster their participation in the CAR ATS QA SIP that will be held in 2004; and b) those States/Territories that have not done so, taking into account that the QA SIP has already started its activities, to provide, as soon as possible, the point of contact data for this SIP to the ICAO NACC Office.	States/ Territories/		Completed	Note
ATM	<b>CONCLUSION 7/12 BAHAMAS FIR IMPLEMENTATION</b> That, a) Bahamas, Cuba, Haiti and the United States clearly identify the airspace dimensions of the proposed Bahamas FIR; b) Bahamas and the United States work to define operational responsibilities in the new FIR; c) as necessary, ICAO NACC Office invites other involved States/Territories and International Organizations to join in the process; and d) the States involved maintain the ICAO NACC Office informed on developments.	Bahamas, Cuba, Haiti and United States	It is expected that Bahamas will inform the Meeting on the follow-up.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	<p><b>CONCLUSION 7/13 OPERATIONAL INTEGRATION OF ATM AUTOMATED SYSTEMS IN THE CCAR</b></p> <p>That the Directors of Civil Aviation of States/Territories of the Central Caribbean, request to the C/CAR WG:</p> <p>a) to develop, in coordination with ICAO NACC Regional Office, an action plan for the regional strategy of ATM automation in the C/CAR based on the information in Appendix G to this part of the Report; and</p> <p>b) to present in the next C/CAR DCA/8 meeting an action plan for regional strategy of ATM automation in the C/CAR.</p>	C/CAR WG	Will be reviewed under Agenda Item 2.1	Completed	Note
SAR	<p><b>CONCLUSION 7/14 CARIBBEAN REGIONAL CIVIL AVIATION ACCIDENT MASS CASUALTY INCIDENT RESPONSE PLAN</b></p> <p>That,</p> <p>a) PAHO appoint a Rapporteur for the new Caribbean MCI Task Force,</p> <p>b) the Caribbean MCI Task Force initial composition include Jamaica, Trinidad and Tobago, United States (USCG), CDERA, ICAO and PAHO; and</p> <p>c) the PAHO Rapporteur convene a meeting of the Caribbean MCI Task Force in Barbados in 2004 to coordinate the completion of the Caribbean Regional Civil Aviation Accident Mass Casualty Incident Response Plan based on expanding the existing draft Eastern Caribbean Civil Aviation Accident Mass Casualty Incident Response Plan to include the C/CAR Region.</p>	PAHO/ CAR MCI TF	No contact has been established with the rapporteur, nor the MCI/TF has had a meeting.	Valid	Follow-up



AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
OPS	<b>CONCLUSION 7/15 USOAP-SYSTEMS APPROACH</b> That, the Directors of Civil Aviation of the Central Caribbean, noting the effort that will have to be taken in order to meet the requirements of the systems approach of the Universal Safety Oversight Audit Programme, agree: a) to appoint a National Safety Oversight Coordinator, where required, b) support the attendance of the National Safety Oversight Coordinator at the Seminar/Workshop scheduled for 26-27 September 2004 in Montreal, and c) request the ICAO NACC Office to present a similar event in the Region.	States/ Territories/	a) This action was carried out. b) This action was completed. c) To be announced	Completed  Valid	Take note  Follow-up
GEN	<b>CONCLUSION 7/16 NORTH AMERICAN, CENTRAL AMERICAN, AND CARIBBEAN DIRECTORS OF CIVIL AVIATION MEETING</b> The Directors of Civil Aviation of the Central Caribbean, a) support holding the NACC/DCA/2 Meeting as scheduled in Tegucigalpa, Honduras in the second half of 2005; b) provide the ICAO NACC Office with suggestions for the Agenda; c) consider the results of the C/CAR/WG/5 Meeting electronically; and d) only if necessary, call for a Meeting of the C/CAR/DCA the day prior to the NACC/DCA/2 Meeting.	States/ Territories/	The NACC/DCA/2 Meeting held in Tegucigalpa, Honduras from 11 to 14 October 2005.	Completed	Take Note

## APPENDIX B

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

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	<p><b>CONCLUSION 1/8      ATS      QUALITY ASSURANCE PROGRAMME</b></p> <p>That the States/Territories/ATS Service Providers of the CAR Region:</p> <p>a) based on the guidance material for ATS quality assurance programmes approved by the CAR/SAM Regional Planning and Implementation Group (GREPECAS), implement ATS quality assurance programmes at their ATS units not later than <b>December 2003</b>, designating the individual responsible who will also be the focal point and coordinator of the aforementioned programmes;</p> <p>b) inform the ICAO NACC Regional Office on the designation; and</p> <p>c) participate actively at all events that seek to disseminate, provide training in, and implement ATS quality assurance programmes.</p>	States / Territories	<p>1. Cayman Islands, Cuba, Dominican Republic, Haiti and Jamaica have prepared their programme. The ICAO NACC Office will provide assistance to Bahamas.</p> <p>2. Cuba, Jamaica and Cayman Islands sent the corresponding name of the programme coordinators. The ICAO NACC Office will contact these people in order to help States implement their programmes before the deadline.</p> <p>3. States/Territories should use the Regional Guidance Material on ECCAIRS taxonomies in order to harmonize their corresponding programmes on ATM Safety Management System. Will be reviewed under Agenda Item 2.</p>	Completed.	Note
ATM	<p><b>CONCLUSION 1/10      NATIONAL RNAV/RNP IMPLEMENTATION PROGRAMMES FOR THE CAR REGION</b></p> <p>That civil aviation administrations in the Caribbean (CAR) Region develop, as soon as possible, national RNAV route and RNP implementation programmes that are consistent with the CAR/SAM regional RNAV route and RNP implementation programmes, allowing the study on the impact of the implementation of these routes and their RNP values on the airspace and air traffic services under their responsibility permitting the implementation of these elements in an integrated, harmonious and timely fashion in the CAR Region.</p>	States / Territories	<p>Continue the development of RNAV and RNP routes.</p> <p>Se examinará bajo la Cuestión 2 del Orden del Día.</p>	Valid.	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	<b>CONCLUSION 1/12 ENGLISH LANGUAGE IN ATC</b> That the Directors of Civil Aviation of the CAR Region support the initiatives carried out within ICAO by the Proficiency Requirements in Common English Study Group (PRICE SG) in relation to the proposals for amendments that will be made to Annexes 1, 6, 10 and 11.	States / Territories	The Annexes were duly amended.	Completed.	Note
GEN	<b>CONCLUSION 1/20 PRIORITY SOLUTION FOR AIR NAVIGATION DEFICIENCIES</b> That States/Territories/International Organizations, with a view to resolving first and foremost their respective air navigation deficiencies, especially those that might have a negative effect on safety aspects presented in Appendix D, a) urgently develop and implement an Action Plan for each deficiency complying with the requirements established in the Air Navigation Plan FASID and the SARPs, specifying the corrective measures, the completion date, as well as assigning the necessary resources; and b) inform ICAO, through the NACC Office, on the Action Plan referred to in item a) above, no later than 31 December 2002, including any difficulties encountered.	States / Territories	Superseded by NACC/DCA/2 Conclusion 2/28	Superseded.	Take note
HRT	<b>CONCLUSION 1/21 HUMAN RESOURCES PLANNING AND TRAINING</b> That those States/Territories/International Organizations that do not have a human resources planning process for air navigation services, safety oversight and civil aviation security, consider, on an urgent basis, the need to take the following measures: a) appoint and train personnel in human resources planning within the units responsible for the different aeronautical services; b) develop a human resource plan for the next five years, containing a civil aviation personnel training programme including the implementation and operation of the new CNS/ATM Systems, safety oversight and civil aviation security;	States / Territories	The C/CAR HHRR/TF will provide follow up to this issue through the agreements of NACC/DCA/2 Meeting.	Superseded by NACC/DCA /2 Conclusion 2/27	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
	<p>c) emphasize to the GREPECAS on the need to follow-up Decision 10/4 to analyze the “<i>impact of automation on human resources</i>” in accordance with the Guidance Manual for the Training of Human Resources on CNS/ATM Systems;</p> <p>d) consider the importance of attending activities sponsored by ICAO (courses, seminars, workshops, etc.) taking into account that such activities are aimed at complementing and updating civil aviation personnel training;</p> <p>e) request the ICAO NACC Regional Office to distribute the form, attached as the <b>Appendix</b> to this part of the Report, to be filled out by the Administrations in order to determine the need for human resources and training in the different aeronautical fields in the CAR States. This form should be sent to the NACC Office, <i>no later than 31 January 2003</i>; and</p> <p>f) use the information obtained in the aforementioned form by Aeronautical Administrations, GREPECAS and by the ICAO NACC Regional Office for coordination with Civil Aviation Training Centres (CATCs) of the CAR Region for human resources planning and training purposes.</p>				
<b>HRT</b>	<p><b>CONCLUSION 1/22 TRAINING STANDARDIZATION – TRAINAIR METHODOLOGY IN THE CAR REGION</b></p> <p>That, for the development of human resources, States/Territories/International Organizations in the CAR Region, consider the following actions:</p> <p>a) take the necessary measures to standardize civil aviation training, in accordance with ICAO guidelines taking into consideration international co-operation;</p> <p>b) that those training centers who have not yet joined the TRAINAIR Programme, do so; and</p> <p>c) that in the spirit of international co-operation, development of bilateral/multilateral projects to facilitate co-operation and technical assistance for adequately developing human resource planning and training should be considered.</p>	States / Territories	<p>-The C/CAR HHRR/TF could support this effort by analyzing the TRAINAIR methodology adoption and adding it to the training needs tasks in the various areas and fostering international technical cooperation in order to obtain the standardization.</p> <p>-This subject will be discussed under Agenda Item 2.1.</p>	Superseded by NACC/DCA /2 Conclusion 2/27	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AVSEC	<b>CONCLUSION 1/28 AVIATION SECURITY</b> That States and Territories: a) commit towards full implementation of the multilateral conventions on aviation security and the ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) as well as ICAO Assembly Resolutions and Council Decisions relating to aviation security and safety; b) participate actively in implementation of the ICAO <i>Aviation Security Plan of Action</i> , including the training and audit processes and necessary follow-up; c) endorse the GREPECAS Aviation Security Committee establishment, draft Terms of Reference and draft conclusions and decisions of its first meeting; and d) commit to active support and cooperation in regional aviation security activities.	States/ Territories	Continuous Process  It will be dealt with under Agenda Item 5 of this Meeting.  a) A survey needs to be conducted in about 12 months to determine if contracting states in the region have ratified all the multilateral conventions on aviation security.	Valid	Follow-up
GEN	<b>CONCLUSION 2/1 SUPPORT FOR THE EXECUTION OF RECOMMENDATIONS / CONCLUSIONS OF GLOBAL, REGIONAL AND SUB-REGIONAL MEETINGS</b> That NACC States/Territories/International Organizations, with a view to continuing the development of air navigation systems meeting civil aviation needs and increasing the efficiency and safety of air navigation: a) optimize the support and attention to the implementation of Recommendations/ Conclusions of the Global, Regional and Sub-regional Meetings regarding AGA, AIS/MAP, ATM, CNS, MET and MCI/SAR fields; b) consider the issues included in the Appendix to this part of the report as the main working guidelines; and c) establish the appropriate coordination and bilateral or multilateral cooperation agreements for the purposes expressed in the items above.	States/ Territories/ International Organizations	Optimized the support to the implementation of the Recommendations/Conclusions oriented towards the development of air navigation spheres, considering the Appendix as the main working guidelines.	Valid	Take note
AIS	<b>CONCLUSION 2/2 PROPOSAL FOR THE EXECUTION OF A WGS-84 SPECIAL IMPLEMENTATION PROJECT (SIP) FOR THE CAR REGION</b> That the ICAO NACC Office submits to the ICAO Council a proposal for the development of a WGS-84 SIP in the CAR Region.	ICAO NACC Office	-Since only one SIP is approved per matter in each region the current one was addressed to aeronautical charts-electronic data  -A seminar will be carried out be to this respect in Dominican Republic in	Valid	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
			November 2006.  -Refers to Draft Concl. 6/1 of C/CAR/WG/6 Meeting.		
OPS	<b>CONCLUSION 2/3 PAN AMERICAN AVIATION SAFETY TEAM (PAAST)</b> That States, Territories and International Organizations: a) encourage safety personnel, air carrier, general aviation, and military pilots, airport operators, and air traffic controllers to actively participate in the PAAST programme; and b) consider incorporating safety programmes, such as ALAR and RIPP, as regulatory elements for pilot and controller licensing.	States/ Territories/ International Organizations	a) A Seminar/Workshop to be held in Curacao, Netherlands Antilles from 8 to 11 May 2006 is in preparation.  b) A pending RIPP Seminar to be held in Suriname 3 April 2006.	Valid  Valid	Take note  Take note
AVSEC/ AIS	<b>CONCLUSION 2/4 WHTI/GEASA ACTIVITIES</b> That States/Territories/International Organizations: a) consider the GEASA group as an important means to provide support for regional technical cooperation; and b) participate in GEASA activities as deemed appropriate.	States/ Territories/ International/ Organizations	GEASA studies the request suggested by the ICAO NACC Office in order to support the development of the technical cooperation project to improve the AIS/MAP systems.	Valid	Take note
OPS	<b>CONCLUSION 2/5 UNIFIED STRATEGY TO RESOLVE SAFETY-RELATED DEFICIENCIES</b> That the Directors of Civil Aviation of States and Territories as well as International Organizations from the CAR Region agree to: a) fully participate in the unified strategy implementation plan for the resolution of safety-related deficiencies, and b) provide, as requested, assistance to States outside of the CAR Region.	States/ Territories/ International/ Organizations	Ongoing	Valid	Take note
OPS	<b>CONCLUSION 2/6 IASDEX PROGRAMME</b> That States/Territories recognize the importance of safety data sharing initiatives such as the IASDEX programme, and are encouraged to express interest to the FAA in possible future participation in this specific initiative.	States/ Territories	Ongoing	Valid	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
OPS	<b>CONCLUSION 2/7      ENHANCEMENT OF THE AVIATION SAFETY CULTURE</b> The Directors from the NAM/CAR States, Territories and International Organizations, in agreement of the necessity and importance of a safety culture, resolved to: a)    comply with ICAO safety requirements as elements for a safety culture, and b)    commit to taking other appropriate measures for the enhancement of the aviation safety culture in their respective organizations.	States/ Territories/ International/ Organizations	Ongoing	Valid	Take note
OPS	<b>CONCLUSION 2/8      COMPLIANCE      WITH ICAO      LANGUAGE      PROFICIENCY REQUIREMENTS</b> That States/Territories and International Organizations of the NAM/CAR Regions begin the preparatory work in order to comply with ICAO language proficiency requirements by <b>5 March 2008</b> , preventing the occurrence o ATS incidents and accidents.	States/ Territories/ International Organizations	Ongoing	Valid	Take note

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



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

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
CNS	<p><b>CONCLUSION 2/13 SUPPORT OF STATES IN THE NAM/CAR REGIONS TO ICAO'S POSITION FOR THE ITU WRC-2007</b></p> <p>That the Directors of Civil Aviation of the NAM/CAR Regions, if not already done, adopt appropriate measures to support ICAO's position for the ITU WRC-2007:</p> <p>a) designate a focal point or a contact person with the respective national authority of radio-frequency spectrum management, in order to incorporate ICAO's position which is presented as the appendix to State Letter Ref.: E 3/5-05/85, dated 12 August 2005, when developing the State's position for the ITU WRC-2007, as well as with ICAO for the coordination of matters related with the WRC-2007;</p> <p>b) participate in an active manner in the preparatory work for the WRC-2007 in the CITEL meetings of the Organization of American States (OAS);</p> <p>c) participate in an active manner, whenever possible, in meetings of ICAO working groups and other activities convened by ICAO regarding the position for the WRC-2007; and</p> <p>d) ensure that, to the extent possible, representatives from civil aviation administrations be included in the national delegations to the conference ensuring the support of ICAO's position for the ITU WRC-2007 in the civil aviation-related matters.</p>	NAM/CAR DGCA's	Considering the short time left for the CMR-2007 Conference and its importance, the States that have not yet done so, should urgently adopt the actions related to this Conclusion.	Valid	Follow-up
ATM	<p><b>CONCLUSION 2/14 IMPLEMENTATION OF PERFORMANCE-BASED NAVIGATION</b></p> <p>That States/Territories and International Organizations take into account the information included in Appendix E to this part of the report in their future implementation work of Performance-Based Navigation in their airspace.</p>	States/ Territories/ International/ Organizations	Will be reviewed under Agenda Item 2	Valid	Follow-up
ATM	<p><b>CONCLUSION 2/16 AGREEMENTS ON SEARCH AND RESCUE (SAR) OF THE CENTRAL AMERICA RCC AND ADJACENT RRCs</b></p> <p>That the ICAO NACC Office urge those States adjacent to the Central American FIR to subscribe SAR agreements with the Central American FIR.</p>	ICAO NACC Office	Cuba and Jamaica have exchanged draft SAR Agreements with COCESNA.	Completed	Note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	<b>CONCLUSION 2/17 SUPPORT FOR THE ATM WORK IN THE NAM/CAR REGIONS</b> That Civil Aviation Administrations of the NAM/CAR Regions continue supporting the work of the Working Groups for the regional development and implementation of the ATM elements applicable to the NAM/CAR Regions.	CAAs	Will be reviewed under Agenda Item 2	Valid	Follow-up
ATM	<b>CONCLUSION 2/18 IMPLEMENTATION OF AIR TRAFFIC FLOW MANAGEMENT (ATFM) IN THE CENTRAL AMERICAN FIR</b> That, considering the important operational and financial benefits for the ATM community, derived from the implementation of an efficient and safe Air Traffic Flow Management (ATFM) system, the States in the Central American FIR and COCESNA: a) initiate, under the coordination of COCESNA, the actions regarding the implementation of a sub-regional ATFM system for the Central American FIR, considering to that end the guidelines of ICAO, as well as the tasks and implementation programme to be agreed upon in the CAR/SAM Regions; b) continue the coordination with States, ICAO NACC Regional Office and other International Organizations, air operators, other ATFM Units and related bodies within a cooperative framework, in order to establish an efficient, safe and highly beneficial ATFM system; and c) present to the NACC/DCA/3 Meeting, through COCESNA, a report on the status of the progress of this project.	States/ COCESNA		Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	<b>CONCLUSION 2/19 IMPLEMENTATION OF THE ATFM SYSTEM IN THE NAM/CAR REGIONS</b> That the States/Territories/International Organizations initiate the corresponding activities to: a) apply the NAM/CAR joint strategy for ATFM development presented in Appendix H to this part of the Report through: i) the establishment of a CAR regional ATFM system; ii) the harmonized establishment of a NAM/CAR ATFM interregional system; and b) coordinate their implementation activities with the ICAO NACC Regional Office to achieve a regional, harmonious and interoperable ATFM implementation.	States/ Territories/ International/ Organizations	An ATFM seminar was held in Tegucigalpa, Honduras (27-31 March 2006) and a NAM/CAR ATFM Regional Meeting, where the necessary aspects for ATFM implementation were discussed. Will be reviewed under Agenda Item 2	Valid	Follow-up
ATM	<b>CONCLUSION 2/20 IMPLEMENTATION OF A SAFETY MANAGEMENT SYSTEM</b> That the States/Territories/International Organizations of the NAM/CAR Regions that have not yet done so: a) develop an action plan to implement by 10 November 2006 a safety management system through systemic and appropriate programmes; b) establish the acceptable levels and objectives with regard to safety, within airspaces and aerodromes under their jurisdiction; and c) participate in the activities carried out by ICAO in order to foster the implementation of a regional safety management system.	States/ Territories/ International/ Organizations	Will be reviewed under Agenda Item 2.1	Valid	Follow-up
ATM	<b>CONCLUSION 2/21 IMPLEMENTATION OF PROGRAMMES FOR THE EVALUATION OF ATM PERFORMANCE</b> That States/Territories of the CAR Region and COCESNA implement by <b>30 November 2006</b> an ATM performance assessment programme, in accordance with ICAO guidelines (Annex 11, Doc 4444 and Doc 9854.	CAR States / Territories COCESNA	ICAO will organize a course to assist with the implementation.	Valid	Follow-up

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

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

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
<b>AIS/ MAP</b>	<b>CONCLUSION 2/26 ADOPTION OF GUIDANCE MATERIAL FOR THE NOTAM CONTINGENCY PLAN</b> That States and Territories of the NAM/CAR Regions and COCESNA consider the contents of the NOTAM Contingency Plan for Havana's FIR as guidance material for the establishment of operational agreements related to NOTAM contingencies.	States/ Territories/ International/ Organizations	- Delegations will inform on the actions taken by the relevant Administrations on this issue. - Administrations are urged to implement these plans adopting the guidance material contained in Appendix AE of the GREPECAS/13 Meeting.	-Valid	Take note and follow up
<b>HRT</b>	<b>CONCLUSION 2/27 HUMAN RESOURCES AND TRAINING PLANNING</b> That those States/Territories/International Organizations that do not have a human resources planning process at the different aeronautical services they provide, consider as an urgent matter the need to take the following measures: a) designate and prepare personnel on human resources planning within the responsible units of the different aeronautical services; b) develop a plan on human resources aimed at covering the needs for the next 5 years, including a training programme for the civil aviation staff involved in the implementation and operation of the new CNS/ATM systems, safety oversight and civil aviation security, and establish 31 March 2006 as deadline to finalize the plan; c) submit to the ICAO NACC Regional Office by 30 January 2006, the form shown in the Appendix O to this part of the report, duly completed by the CAAs.	States/ Territories/ International/ Organizations	- Delegations will inform on the actions taken on a) and b) in their respective Administrations. - Regarding c), the NACC Office has not yet received the information requested. - Following the first actions of the HHRR/TF, the C/CAR WG/6 Meeting adopted Draft Conclusion 6/22 and Decision 6/23, in which States/Territories are requested to provide relevant information in order to continue the work of this Group. This issue will be discussed in Item 2.1 of the Agenda	-Valid -January 30, 2006	Take actions
<b>GEN</b>	<b>CONCLUSION 2/28 PRIORITIZE SOLUTION TO EXISTING AIR NAVIGATION DEFICIENCIES</b> That States/Territories/International Organizations that have not yet done so, with the view to resolve air navigation deficiencies in the NAM/CAR Regions: a) use the GANDD database and provide information to keep the database updated; b) prepare and inform the ICAO NACC Office of their respective action plans for the solution of deficiencies, to be received before 30 December 2005; and c) prioritize and provide the necessary and available resources to resolve as soon as possible the deficiencies.	States/ Territories/ International/ Organizations	To be dealt with under Agenda Item 2.2	Valid	Follow-up

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

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