



International Civil Aviation Organization

North American, Central American and Caribbean Office (NACC)

**Tenth Meeting of Directors of Civil Aviation of the Central Caribbean
(C/CAR/DCA/10)**

Grand Cayman, Cayman Islands, 18 to 21 August 2009

C/CAR/DCA/10 – WP/03

03/08/09

Agenda Item 3: Review of Valid Relevant Conclusions from other Related Meetings

- 3.1 Third Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/3)
- 3.2 Fifteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/15)
- 3.3 First Meeting of the Regional Aviation Safety Group – Pan American (RASG-PA/1)

**STATUS OF COMPLIANCE OF THE CONCLUSIONS OF THE MEETINGS:
NACC/DCA/3, GREPECAS/15 AND RASG-PA/1**

(Presented by the Secretariat)

SUMMARY	
This working paper reviews the status of Conclusions of the NACC/DCA/3, GREPECAS/15 and RASG-PA/01 meetings, in order to determine the actions that have been taken.	
References:	
<ul style="list-style-type: none">• Report of the Third Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/3), Punta Cana, Dominican Republic, 8-12 September 2008.• Report of GREPECAS/15, Rio de Janeiro, Brazil, 13 – 17 October 2008.• Report of the First Regional Aviation Safety Group – Pan American meeting (RASG-PA/1), Puntarenas, Costa Rica, 12 to 14 November 2008.	
<i>Strategic Objectives</i>	<i>This working paper is related to Strategic Objectives A and D.</i>

1. Introduction

1.1 The NACC/DCA/3, GREPECAS/15 and RASG-PA/1 Meetings adopted valid conclusions on air navigation and safety aviation issues, among other relevant Regional and Global civil aviation matters. These conclusions are the result of the review and adoption of draft conclusions made by working groups. Follow-up to these conclusions, which are related to Central Caribbean Region, results are proposed for consideration of the Tenth Meeting of Directors.

2. **Discussion**

2.1 Based on follow-up performed by the ICAO NACC Regional Office, **Appendix A** to this working paper presents a review of the status of the valid conclusions of the NACC/DCA/3 Meeting related to matters such as the implementation of the new ICAO Flight Plan Format, improvements in MET services, transition from AIS to AIM, among other relevant issues.

2.2 Likewise, according to the information available to the Secretariat, **Appendix B** presents a review of the status of Conclusions of the GREPECAS/15 Meeting regarding air navigation areas implementation and review of SARPs and the Air Navigation Plan.

2.3 **Appendix C** to this working paper presents the Conclusions agreed to during the RASG-PA/1 Meeting for review, taking into consideration that the RASG-PA is established to be the focal point to ensure harmonization and coordination of safety efforts aimed at reducing aviation risks in the North American, Central American, Caribbean (NAM/CAR), and South American (SAM) Regions and to promote the implementation of the Global Aviation Safety Roadmap (GASR) and resulting safety initiatives by all stakeholders.

3. **Suggested Action**

3.1 The Meeting is invited to review Appendices A, B and C to this working paper in order to evaluate the status of compliance of the mentioned conclusions and determine follow-up actions, taking into account the facts expressed under paragraphs 2.1, 2.2 y 2.3 of this paper.

**STATUS OF OUTSTANDING CONCLUSIONS (C) OF THE THIRD MEETING OF
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN DIRECTORS OF CIVIL AVIATION
(NACC/DCA/3) PRESENTED TO THE C/CAR/DCA/10 MEETING**

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	3/1	TC	TECHNICAL CO-OPERATION PROJECT FOR THE CAR REGION (RLA/08/000)	That, based on the need to establish an effective instrument to achieve efficient, cost effective and harmonized implementation of new systems for international civil aviation, the Meeting approved: a) a CAR Regional Project be developed through the ICAO Technical Co-operation Programme; b) the establishment of a CAR Region Steering Committee to develop the first phase of the project, which will determine the requirements and priorities for each CAR Region State / Territory / International Organization; and c) a meeting of the CAR Regional Project Steering Committee* to be held at the ICAO NACC Office in Mexico City in January 2009. <i>* Dominican Republic, United States, COCESNA, RASOS/CASSOS have committed representatives to the Steering Committee.</i>	Technical Cooperation prepared the correspondent CAR Regional Project Document, TCB will release that document as soon as it is completed.	ICAO/TCB	Regional Project and steering committee establishment	On going
C	3/4	ATM/CNS	IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT	That, considering the importance of Amendment 1 to Doc 4444 applicable in 2012, States / Territories / International Organizations develop a harmonized transition and implementation plan to the new ICAO Flight Plan format and ATS related messages in their automated systems, and present the results of this implementation no later than the NACC/DCA/4 Meeting.	C/CAR/WG/7 Guideline material was included in the implementation Plan for Air Navigation based in Performance for NAM/CAR Regions	States/Territories/ International Organizations	New ICAO Flight Plan Format implementation plan and related ATS automated systems	November 2012
C	3/5	CNS	REGISTRATION OF 24-BIT AIRCRAFT ADDRESSES WITH MODE S TRANSPONDERS	That, taking into account that the use of global communications, navigation and surveillance systems is based on assigning exclusive aircraft addresses composed of 24-bit for ACAS, ELT, SSR Mode S, and ATN with VDL, AMSS and other functionality, States and Territories: a) apply the procedure established by ICAO to identify aircraft assigned 24-bit aircraft addresses in accordance with Annex 10, Volume III, Part I, Chapter 9, <i>Global plan for the allocation, assignment and application of aircraft addresses</i> ; b) publish information on this registration procedure for user application; c) implement mechanisms to make this 24-bit aircraft address information available to users; and d) present progress on the above actions to the ICAO NACC Office not later than 30 November 2009 .	C/CAR/WG/07: It was included as activity under the Action Plan on Surveillance Systems. In this regard the activity is related to PFF No. 7: IMPROVE ATM SITUATION AWARENESS . Because of this inclusion, it is proposed to consider this conclusion as finalized for the C/CAR.	States/Territories	24-bit aircraft registration	30 November 2009

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	3/6	CNS	NAM/CAR STATES SUPPORT TO THE ICAO POSITION FOR THE ITU WRC-11	<p>That: NAM/CAR States, Territories and international organizations, in order to prepare and support the icao position for the ITU World Radiocommunication Conference – 2011 (WRC-11):</p> <p>a) support and follow-up on the work of ICAO to prepare and update its position for WRC-11;</p> <p>b) appoint a point-of-contact to serve as liaison with ICAO and with the national radio frequency spectrum management authority to coordinate matters concerning wrc-11 (February 2009);</p> <p>c) participate actively in organization of American States (OAS) CITEL meetings in preparation for WRC-11;</p> <p>d) participate in any meetings and seminars convened by ICAO, which explain and analyze the WRC-11 position; and</p> <p>e) actively participate in WRC-11 in support of the ICAO position.</p>	<p>Through ICAO State Letter designation of Points of Contact was requested.</p> <p>C/CAR/WG/07: It was included as PFF No.10: PROTECTION AND OPTIMUM USAGE OF RADIOFREQUENCY SPECTRUM, and DRAFT CONCLUSIÓN 7/2 was created: SEMINAR ON AVIATION RADIO ELECTRIC SPECTRUM MANAGEMENT AND PREPARATION FOR THE WRC-2011</p>	See PFF No. 10: PROTECTION AND OPTIMUM USAGE OF RADIOFREQUENCY SPECTRUM of the C/CAR/WG/7 Meeting Report.	See PFF No. 10: PROTECTION AND OPTIMUM USAGE OF RADIOFREQUENCY SPECTRUM of the C/CAR/WG/7 Meeting Report.	See PFF No. 10: PROTECTION AND OPTIMUM USAGE OF RADIOFREQUENCY SPECTRUM of the C/CAR/WG/7 Meeting Report.
C	3/7	FS	USE OF THE CURRENT FLIGHT PLAN (CPL) AND REVIEW OF AUTOMATED SYSTEM(S) CAPACITIES	<p>That, as part of ATM automation implementation, taking into account the regional strategy for integrating ATM automated systems and the Interface Control Document (ICD) approved by GREPECAS, States/Territories and International Organizations:</p> <p>a) consider the use of the Current Flight Plan (CPL) for the exchange of updated flight plan data;</p> <p>b) study and review the ATM automation capacities/functionalities of their corresponding area control centres to meet future implementation requirements;</p> <p>c) inform results of actions in a) and b) to the ICAO NACC Office not later than 31 September 2009; and</p> <p>d) conduct CPL tests between adjacent area control centres where benefits related to this implementation could result, informing results to the ICAO NACC Office not later than February 2010.</p>	C/CAR/WG/7 related activities will be included in Automation Action Plans in support of PBN PFFs related to (PFFs 1,2,3), PFF No. 6, on DEMAND AND CAPACITY and PFF No.7 on ATM COMPREHENSIVE AWARENESS IMPROVEMENTS	States/Territories/ International Organizations	Implementation of ATM automation	<p>c) September 31, 2009</p> <p>d) February 2010</p>

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	3/8	MET	IMPROVEMENTS IN MET SERVICES AND AERONAUTICAL CHART PRODUCTION	<p>That the following be included in the Regional Technical Co-operation Project to improve MET and AIS services of the States/Territories:</p> <ul style="list-style-type: none"> a) training programmes for MET personnel; b) OPMET information exchange in CAR States; c) follow-up on the implementation of the recommendations formulated in the 2008 MET SIP for the CAR Region; d) improved operational coordination and provision of MET services; e) participation of MET personnel in ICAO meetings; f) establishment of agreements between Civil Aviation Administrations and MET Authorities of CAR States / Territories / International Organizations; and g) aeronautical chart production. <p>Note: Information to be included in the CAR Regional Project and presented to the CAR Regional Project Steering Committee Meeting in January 2009.</p>	<p>OPMET data (METAR and TAF) from all CAR States and Territories are currently available on OPMET data banks, but there are still some discrepancies in the CAR/SAM ANP.</p> <p>Several States have not established a Letter of Agreement between ATS and MET Services and few aeronautical meteorologists attend ICAO meetings and seminars.</p>	<p>ICAO</p> <p>States and Territories</p>	<p>Report on the 2008 SIP MET project</p> <p>FASID Table MET 2A updated</p> <p>Letter of agreement between ATS and MET services</p> <p>Support to aeronautical meteorologists to attend MET seminars/workshops</p> <p>Protection systems for WAFS workstations</p>	<p>Completed</p> <p>30/09/09</p> <p>15/11/09</p> <p>15/11/09</p> <p>30/11/09</p>
C	3/9	AIS	TRANSITION FROM AIS/MAP TO THE NEW AIM CONCEPT	<p>That States / Territories / International Organizations of the CAR Region:</p> <ul style="list-style-type: none"> a) give priority to recommendations 6, 7 and 8 issued by the 2006 AIM Global Congress (Appendix G to this part of the Report); b) review the first version of the "<i>Strategic Project for the Transition to AIM</i>" to ensure implementation of appropriate actions for the transition from AIS to AIM (Appendix H to this part of the Report) and provide comments by August 2009; c) assign qualified personnel for development of new tasks and appropriate actions for transition from AIS to AIM; and d) include the AIS – AIM transition process in the CAR Regional Project. 	<p>States are invited to inform on the progress on the transition from AIS to AIM.</p>	<p>CAR Region States/Territories/ International Organizations</p>	<p>Provide information on the Transition from AIS to AIM process</p>	<p>30 September 2009</p>
C	3/10	AVSEC	ENHANCEMENT OF INTERNATIONAL CIVIL AVIATION SECURITY	<p>That NAM/CAR States / Territories:</p> <ul style="list-style-type: none"> a) continue supporting USAP and ensure implementation of their respective corrective action plans in compliance with Annex 17 SARPs; b) provide qualified AVSEC specialists in the form of Short-Term-Experts (STE) to provide training for the 2009 ICAO Training Schedule; c) contribute to the AVSEC Plan of Action; d) participate in courses and workshops on aviation security screener certification organized by ICAO for 2008 – 2010; e) provide ICAO with up-to-date information on their AVSEC and FAL points-of-contact (if not already done so) before 28 November 2008; f) implement the recommended guidelines on security controls for screening liquids, gels and aerosols; and g) provide ICAO with timely information on acts of unlawful interference that have occurred within their territories. 	<p>These issues will be discussed by the AVSEC/FAL/RG</p>	<p>NAM/CAR States/Territories</p> <p>Note: All AVSEC issues will be addressed by the new AVSEC/FAL Regional Group (AVSEC/FAL/RG)</p>	<p>Strengthening of the Regional Aviation Security System</p>	<p>31/Dec/10</p>

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	3/11	GEN	HUMAN RESOURCE PLANNING AND TRAINING IN THE NAM/CAR REGIONS	That those States / Territories / International Organizations that do not have Human Resource Planning for air navigation services, safety oversight and civil aviation security consider the guidance material included in Appendix A to this part of the Report, and a) develop, not later than 30 September 2009 , a five-year Human Resource Plan including a civil aviation personnel training programme that includes the implementation and operation of the ATM system, safety oversight and civil aviation security; and b) promote the participation of specialists in activities sponsored by ICAO (courses, seminars, workshops, etc.) taking into account that such activities are aimed at complementing and updating civil aviation personnel training.	The C/CAR/WG/7 prepared guidelines on how to prepare a regional training programme that was included as Appendix F to the Final Report of the last meeting	States/Territories/ International Organizations	Human Resources Plan and Training Programme.	30 September 2009
C	3/12	GEN	AERONAUTICAL TRAINING STRATEGY FOR THE CAR REGION	That ICAO, in coordination with the CAR Region States, develop a regional training strategy that includes: a) determining CAR States training needs; b) develop regional instructors to train CAR Civil Aviation Administration aeronautical technical personnel; c) agreements to share training plans and programmes among the CAR Civil Aviation Training Centres (CATCs), taking into account the ICAO technical cooperation programmes; d) develop regional training guidelines in accordance with the ICAO TRAINAIR programme guidelines; and e) present progress on this regional strategy at the NACC/DCA/4 Meeting.	The C/CAR/WG/7 prepared guidelines on how to prepare a regional training programme that was included as Appendix F to the Final Report of the last meeting	ICAO	Present training strategy progress.	NACC/DCA/4 Meeting

**STATUS OF OUTSTANDING CONCLUSIONS OF THE GREPECAS/15 MEETING
PRESENTED TO THE TENTH MEETING OF DIRECTORS OF CIVIL AVIATION OF THE CENTRAL CARIBBEAN (C/CAR/DCA/10)**

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	15/1	ATM	DEVELOPMENT OF PERFORMANCE BASED REGIONAL AND NATIONAL PLANS	That, GREPECAS develop a performance-based regional plan in accordance with the Global Air Navigation Plan and the Global ATM Operational Concept. This plan should include identification of regional performance objectives and completion of performance framework forms for all air navigation areas such as ATM, CNS, AIM, MET and AGA/AOP; and States, Territories and International Organizations, taking into account user needs, develop performance-based national plans in accordance with the regional performance objectives included in the Regional Air Navigation Plan. These national plans should encompass identification of national performance objectives and completion of performance framework forms for all air navigation areas such as ATM, CNS, AIM, MET and AGA/AOP.	GREPECAS/15 approved 7 Performance Objectives (PFFs) and new Performance Objectives were added during the C/CAR/WG/7 applicable to the C/CAR Region. ICAO NACC Office, carried out a workshop on the Development of National Performance Framework to achieve a Global ATM system during July 2009. States should develop/inform their national plans according to the regional performance objectives.	GREPECAS and States, Territories and International Organizations	Performance Based Regional and National Plans	Dec/2009
C	15/2	AIS	EXTENSION OF APPLICABILITY DATES OF E-TOD PROVISION	That ICAO considers extending the applicability dates for developing e-TOD requirements as follows: a) Areas 1 and 4 to 2010; and b) Areas 2 and 3 to 2013.	Approval of new amendment to Annex 15 with new dates for e-TOD implementation	ICAO HQs	Extension dates for e-TOD requirements	a) 2010 b) 2013
C	15/4	MET	D-VOLMET AERONAUTICAL DATA LINK REQUIREMENTS IN THE CAR/SAM REGIONS	That the ICAO NACC and SAM Offices, in coordination with the ICAO SAM Office, amend Part VII Vol. I – ATS of the ANP to reflect the requirement for D-VOLMET aeronautical data link services in the CAR/SAM Regions.	There is no formal request from IATA for D-VOLMET aeronautical data links.	IATA ICAO	Formal request from IATA	Oct/2009
C	15/5	MET	TRAINING FOR CAR/SAM STATES ON THE DETAILS AND USE OF NEW WAFS ICING, TURBULENCE AND CONVECTIVE CLOUD FORECASTS DERIVED FROM GRIB 2 DATA	That the Washington WAFC, in coordination with WMO, be invited to: a) starting in 2010 or 2011, provide computer-based training on the applications and use of the new forecasts issued by the WAFS provider States; b) assist the States in English, as necessary; and c) assess the possibility of providing future training on the operation and use of the new WAFS products in English and Spanish.	The United States informed that training material will be available in 2010 or 2011.	United States (WAFS provider State)	Training Material on the use of the New WAFS Icing, Turbulence and Convective Cloud Forecasts.	2011

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	15/6	MET	UPDATE ON THE PROGRESS MADE IN ISCS BROADCAST IMPROVEMENTS BY THE WASHINGTON WAFC PROVIDER STATE	<p>That the Washington WAFC provider State be invited to provide timely reports on planned changes to upgrade ISCS-G3 broadcast, taking into account:</p> <p>a) the resources provided by the States that need to switch over to ISCS-G3; and</p> <p>b) the provision of specifications to be met by the States.</p> <p>Note: To keep States informed, the Washington WAFC provider State will use the ISCS list of contacts, which is kept updated by the Secretariat.</p>	In August 2008, a message was sent to CAR States on the need for resources to switch over to ISCS G3. ICAO NACC has provided ISCS an updated contact list of the WAFS users in the CAR Region.	States ISCS ICAO	<p>Information on the current status of WAFS service.</p> <p>Contact list of WAFS users</p>	Dec/2009
C	15/7	MET	DATA MANAGEMENT REPORTS	<p>That the WAFS provider State continue providing reports on data management over their circuits, the scheduled transition date, and the scope of product changes.</p> <p>Note: A DM example is provided in Appendix A.</p>	ICAO NACC sent a letter to States on measures to protect their WAFS facilities and ISCS website.	United States (WAFS provider State)	List of available WAFS products	Dec/2009
C	15/8	MET	UPDATE TO WAFC WORKSTATIONS TO INTRODUCE CHANGES TO OPMET DATA	<p>That:</p> <p>a) the Washington WAFC provider State provide States and workstation vendors the necessary information on changes to the broadcast of products over the ISCS;</p> <p>b) States take the necessary action to update their workstations for the cut-over planned for 31 August 2008, to input the set of OPMET data; and</p> <p>c) States review the existing maintenance service contract for their ISCS workstations, which should provide the necessary support to update the database management programme.</p> <p>Note: The Washington WAFC provider State and the ICAO Regional Offices had taken the necessary action in August 2008, to minimize the impact of these changes on ISCS users.</p>	In August 2008, States were informed that according to information provided by suppliers of the MORCOM, COROBOR and INFOSYS WAFS workstations in the CAR Region, none of the 2008 changes in the ISCS broadcasts would affect operation of WAFS workstations.	Washington WAFC provider State to States.	Report on users to be affected by cut over planned for 31 August 2008.	To be considered completed.
C	15/9	MET	IMPLEMENTATION PLAN FOR THE TRANSITION FROM GRIB 1 TO GRIB 2 CODE FORM	That States take note and appropriate action with respect to the transition plan for the implementation of the GRIB 2 code form adopted by the Fourth Meeting of the WAFS Operations Group (WAFSOPSG/4) presented as Appendix B to this part of the Report.	Message was sent to the CAR States concerning this urgent matter in August 2008.	States	WAFS workstations upgraded for the implementation of GRIB 2	Dec/2009

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	15/10	MET	LETTERS OF AGREEMENT BETWEEN CIVIL AVIATION AND METEOROLOGICAL AUTHORITIES AND THE VOLCANOLOGICAL AGENCY	That in order to promptly notify all the parties involved and to mitigate the hazard to air operations within the first few hours following an eruption: a) States make full use of Doc 9766-AN/968, Handbook on the International Airways Volcano Watch (IAVW) - Operational Procedures and Contact List; and b) establish letters of agreement between the parties involved; in particular, the civil aviation and meteorological authorities and the volcano logical agency, specifying the agreed responsibilities of each party. <i>Note: A sample letter of agreement is presented in Appendix A to Doc 9766-AN/968.</i>	Message was sent to the CAR States on this urgent matter in August 2008. The SIGMET guide was distributed among the States in 2008.	States	Letter of Agreement between CAA, ATS, MET and Vulcanological Agency on International Airways Volcano Watch Operational procedures.	Dec/2009
C	15/11	MET	IMPLEMENTATION OF THE VOLCANO OBSERVATORY NOTICE FOR AVIATION (VONA) FORMAT	That ICAO urge the States to implement the VONA format in order to: a) improve the transfer of information on volcanic activity to the ACC/FIC, the VAAC, and MWO; and b) provide feedback on the usefulness of the VONA and the adjustments to be considered by the International Airways Volcano Watch Operations Group.	In progress. Few aeronautical meteorologists attended MET Seminar /Workshop in Nicaragua.	ICAO and States	Implementation of VONA and VA SIGMET	Dec/2009
C	15/12	MET	BACK-UP MWOs IN THE CAR/SAM STATES	That, in order to improve the implementation of an MWO in case of lack of service or service outage, the NACC and SAM Regional Offices compile a list of back-up MWOs to be included in the CAR/SAM Regional SIGMET Guide.	Invitation to States to become back-up MWOs. Some meteorological offices have informed that they require training to back up another MWO	ICAO and States	List of Back – Up Meteorological Watch Offices	Dec/2009
C	15/13	MET	INCREASED FREQUENCY OF PERIODIC SIGMET WV TESTS	That, in order to maintain constant feedback and efficiency in the issuance of volcanic ash SIGMETs, the States, in coordination with the corresponding VAACs, carry out periodic tests with bi-annual frequency during the months of May and November. Tests should last 48 hours.	VA SIGMET tests were carried out in Dec 2008 and May 2009. All CAR States with active volcanoes participated in the first annual VA SIGMET test carried out in May 2009.	States	VA SIGMET preparation and dissemination from all MWOs	Dec/2009
C	15/14	MET	SEMINAR/WORKSHOP ON SIGMET INFORMATION	That ICAO, in coordination with WMO and VAAC provider States, organize a seminar on the preparation, issuance, and dissemination of SIGMET information.	Seminar / Workshop on SIGMET is planned for 2010 in coordination with WMO	ICAO and States	Seminar / Workshop	Dec/2010
C	15/15 ¹	MET	TRANSITION TO THE NEW TAF FORMAT	That CAR/SAM States/Territories be encouraged to visit the NWS webpage in order to learn more about the TAF format changes and test their processors with the models provided.	Transition to the new TAF code has been completed.	ICAO and States	Implementation of new TAF format	To be considered completed
C	15/17	MET	PROPOSAL OF AMENDMENT TO THE CAR/SAM ANP FASID, PART VI – MET	That the ICAO NACC and SAM Regional Offices amend Part VI – MET of the CAR/SAM Facilities and Services Implementation Document (FASID) as indicated in Appendix C to this part of the report.	Proposal for amendment to the CAR/SAM ANP FASID, part VI – MET was sent to States in May 2009.	ICAO and States	Updated CAR/SAM ANP FASID Part VI-MET	To be considered completed

¹ Approved through GREPECAS fast track mechanism

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C	15/19	AGA	AERODROME CERTIFICATION TRAINING	That: a) ICAO study the possibility of conducting a seminar/workshop on aerodrome certification in the CAR/SAM Regions with simultaneous interpretation in English and Spanish; b) this seminar/workshop be carried out in 2010; and c) ICAO urges States/Territories that still required training on this topic to send their technical staff to this event.	This event was carried out in Saint Lucia from 9 to 12 June 2009.	ICAO	Guide States/Territories in the Aerodrome Certification Process	Completed
C	15/20	AGA	NEW TEXT WITHIN PARAGRAPH 3.5, VOLUME 1, ANNEX 14 FOR RUNWAY END SAFETY AREAS (RESAS)	ICAO is requested to study the possibility of including supplementary wording in paragraph 3.5, Volume 1, Annex 14, allowing for special application of declared distances for use in runway lengths with excess paved areas to obtain RESAs, in compliance with ICAO requirements.	Prepare and submit the Issue form. A study of Annex 14.	ICAO ICAO HQ ANB/AGA	Issue form sent to HQ Text included in Annex 14	Completed 2010
C	15/21	AGA	SEMINAR ON AIRPORT DEMAND/CAPACITY FOR THE CAR/SAM REGIONS	That: a) the ICAO NACC and SAM Regional Offices organize a seminar on Airport Demand/Capacity for the CAR/SAM Regions to be held in 2010, taking into account the main factors that impact airport capacity such as air traffic services, types of aircraft that are operating, weather conditions, and others; and b) ICAO urges States/Territories, airport operators and international organizations to send their technical officials and experts to participate in this event.	This event is planned to be carried out next year for the CAR/SAM regions.	ICAO States	Provide States with techniques to determine the demand and capacity at airports, mainly in those that are congested.	Dec/2010
C	15/23	AGA	LOCATION OF OBSTACLES	That the respective States/Territories determine the elevation and location of obstacles in the runway approach areas and update AIP information by the next meeting of the AGA/AOP/SG, (9-13 November 2009).	Letter Ref. EMX0462 dated 11 May 2009, was circulated to States so they can proceed to determine the elevation and location of obstacles in runway approach areas and in order to update the information in the corresponding AIP.	States	States to update and provide accurate information for the AIP.	30/Oct/09
C	15/24	AGA	IDENTIFICATION OF MARKING PAIRS TO BE ELIMINATED	That ICAO identify which of the touchdown zone coded distance marking pairs should be eliminated when the available landing distance or the distance between thresholds is less than 2.400 m. In this respect, the GREPECAS AGA/AOP/SG suggests to eliminate the markings that are closer to the runway centre line.	Prepare and submit the Issue form. Study of Annex 14 regarding touchdown zone coded distance.	ICAO ICAO HQ ANB/AGA	Issued form sent to HQ Amendment to Annex 14 concerning elimination of markings	Completed 2010

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C	15/25	AGA	COMPATIBILITY OF ENGLISH AND SPANISH WORDING IN ANNEX 14, VOL. I, PAR. 5.2.5.4	That ICAO reviews the wording in the English and Spanish versions of paragraph 5.2.5.4 of Annex 14, Vol. I, in order to harmonize both versions.	Prepare and submit the Issue form. Review applicable paragraph in Annex 14.	ICAO ICAO HQ ANB/AGA	Issue form sent to HQ Revised and harmonized paragraph 5.2.5.4 of Annex 14, Vol. I	Completed 2010
C	15/26	AIS	TRAINING SEMINARS/WORKSHOPS IN SUPPORT OF THE TRANSITION FROM AIS/MAP TO AIM	That ICAO be urged to assist States/Territories with conducting at least 2 seminars and/or workshops on matters related to AIM transition and to include said events in technical cooperation projects that ICAO Regional Offices are carrying out in support of air navigation services.	A seminar was held in the CAR Region on AIXM in May 2009.	ICAO	Seminars/Workshops, one for CAR and one for SAM Regions.	On going
C	15/27	AIS	ADOPTION OF THE DRAFT STRATEGY FOR THE TRANSITION TO AIM	That CAR/SAM States adopt the first version of the "Draft Strategy for the Transition to AIM" prepared by the AIM/QM/TF. Note: The document mentioned in the above conclusion will be available on the NACC Regional Office website www.mexico.icao.int, soon; this will be informed to States through a letter and messages to the respective AIM (AIS/MAP) Areas.	Inform progress on the transition to AIM.	States	Adoption of Guidelines	30/Sept/09
C	15/28	AIS	PRIORITY IN THE APPLICATION OF MEASURES FOR THE MIGRATION FROM AIS/MAP TO AIM SERVICES	That civil aviation authorities of CAR/SAM States, Territories, and International Organizations assign high priority to the implementation of the Standards and Recommended Practices (SARPs) contained in Annex 4 and Annex 15, and that: a) the Secretariat of the AIM/SG prepare a survey on the status of implementation of ICAO SARPs in the AIM field (AIS/MAP) and send it to CAR/SAM States, Territories and International Organizations; b) States, Territories, and International Organizations send their replies to the accredited CAR and SAM Regional Offices not later than 31 May 2009; and c) if no answer is received by the date mentioned in item b), the respective SARPs be considered as NOT IMPLEMENTED.	Inform progress on the transition to AIM.	States, Territories, and International Organizations	Implementation of Annexes 15 and 4 SARPs.	a), b) and c) Dec/2009

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	15/29	AIS	DATE OF AIRAC SYSTEM	That States, Territories and International Organizations of the CAR/SAM Regions: a) publish an AIC each year that includes AIRAC based on effective dates of the aeronautical integrated documentation package, which includes the AIRAC system application in support of efficient use of the mentioned system, as well as the important impact that the system has on operational safety; b) publish aeronautical information that introduces significant changes impacting air navigation systems at least 56 days prior the effective date; and c) notify the NACC and SAM ICAO Regional Offices of the total implementation of the AIRAC system not later than 31 July 2009.	Report the AIC Publication.	States, Territories, and International Organizations	Publication of AIC. Implementation of AIRAC system.	To be considered completed
C	15/30	AIS	APPLICATION GUIDANCE OF THE HUMAN FACTORS PRINCIPLES IN AIS/MAP	That States/Territories/International Organizations adopt, as Part 5 of the Guidance Manual for the implementation of a Quality System in the CAR/SAM AIS/MAP, the Application Guidance of the Human Factors Principles in AIS/MAP.	States are invited to inform on the implementation of AIS/MAP Guidance Manual human factors principles.	States, Territories, and International Organizations	Implementation of Guidance Manual	30/Sept/09
C	15/31	AIS	RESTRICTED ACCESS IN AREAS WHERE AERONAUTICAL INFORMATION/DATA IS MANAGED IN WEB SERVERS AND NOTAM AND GIS DATA BASES	That CAR/SAM States/Territories/International Territories take the following steps to protect the security of essential and critical information in the AIS/MAP and NOTAM areas by establishing: a) restricted access in spaces reserved for communications, data base servers and any other essential and critical information exchange equipment; and b) sufficient information technology firewalls in system data bases, network accesses and any other means that could permit alteration of sensitive information, which could turn into a safety risk.	States are invited to inform on the progress of restricted access designation.	CAR/SAM States, Territories, and International Organizations	Designation of AIS/MAP (AIM) and NOTAM restricted access.	30/Sept/09
C	15/32	AIS	FOLLOW-UP ON THE DEVELOPMENT OF MODELS FOR THE EXCHANGE OF INFORMATION/AERONAUTICAL DATA FOR AIM	That States, Territories, International Organizations follow-up on the development of models for the exchange of information/aeronautical data for AIM in which ICAO has participation.	Participation in AIXM Seminar in Tegucigalpa, Honduras, from 19 to 21 May 2009.	States, Territories, and International Organizations	Participation in AIXM Seminar.	On-going
C	15/33	AIS	ACTIONS BY STATES FOR THE INTRODUCTION OF THE e-AIP DIRECTED TO AIXM	That CAR/SAM States/Territories International Organizations, when considering the management concept for aeronautical information through electronic means, provide the necessary training to AIS/MAP (AIM) personnel in the management of information technology systems and in the Aeronautical Information Exchange Model (AIXM), in order to become familiar with the essential and critical electronic data management characteristics, as background towards the preparation of an e-AIP.	Initiate transition from AIS to AIM.	CAR/SAM States, Territories, and International Organizations	Provide information in digital formats.	30/Jun/10

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	15/35	ATM/CNS	IMPLEMENTATION OF THE NEW ICAO FLIGHT PLAN MODEL	Considering that States should take measures to implement the new ICAO flight plan model pursuant to Amendment No. 1 to the 15th Edition of the PANS-ATM (Doc 4444), and in order to establish a regional strategy to facilitate global implementation of this amendment that: based on the guidance material to be prepared by ICAO, CAR/SAM States/Territories and International Organizations take the necessary measures to prepare for the transition to the new flight plan model; and the Subgroup establish a contributory body to develop a regional strategy for the transition to the new flight plan model in the CAR/SAM Regions and the provisions associated with ATS messages.	C/CAR/WG/07: These guidelines were included in the NAM/CAR Performance-Based Implementation Plan and the corresponding activities for this transition also were included.	States, Territories, and International Organizations CNS/ATM/SG	Actions to implement new flight plan format Regional CAR/SAM Strategy for the transition to the new flight plan format.	Nov/2012
C	15/36	ATM	MEASURES TO REDUCE OPERATIONAL ERRORS IN THE ATC COORDINATION LOOP BETWEEN ADJACENT ACCs	That taking into account the impact of operational errors in the ATC coordination loop between adjacent ACCs on air operations safety: a) CAR/SAM States/Territories/International Organizations apply, on an urgent basis among other measures, the programme for the prevention of errors in the coordination loop between adjacent ACCs described in Appendix F to this part of the Report in order to reduce LHDs caused by errors in traffic coordination messages between ATC units to achieve an acceptable target level of safety; b) CAR/SAM States/Territories/International Organizations gradually implement the interface for data exchange among ATC units (AIDC); and c) ICAO coordinate, provides assistance, and conduct follow-up on the implementation of these corrective measures.	The C/CAR/WG/7 proposed actions on a) in para 1.2.4 of its final report.	States, Territories, and International Organizations	Reduce ATC loop coordination errors.	Dec/2009
C	15/37	ATM	REVIEW OF THE METHODOLOGY USED FOR SAFETY ASSESSMENT	That ICAO review the methodology used for conducting post RVSM implementation safety assessments considering the fact that type M and N errors identified and used to perform this assessment may not be related to RVSM implementation.	ANC agreed that M and N type errors should be taken into account for safety assessment.	CAR/SAM States, Territories, and International Organizations		To be considered completed
C	15/38	ATM/CNS	NATIONAL PBN IMPLEMENTATION PLANS	That in order to initiate PBN implementation and in accordance with Resolution 36/23, CAR/SAM States/Territories: a) develop their PBN national implementation plans by December 2009, and present them to the corresponding Regional Offices; b) consider using the PBN action plans models presented in Appendix G to this part of the Report as guidance material; and c) designate a Point-of-Contact who will coordinate PBN implementation activities in each State/Territory.	C/CAR/WG/07: In the NAM/CAR Performance-Based Implementation Plan, action plans were included for PBN implementation.	CAR/SAM States, Territories	PBN National Plans using the models provided. State/ Territory Points- of- contact	Dec/2009

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	15/39	ATM	ADOPTION OF STRATEGIC LATERAL OFFSET PROCEDURES (SLOP)	That, recognizing that Strategic Lateral Offset Procedures (SLOP) may provide safety enhancements in the CAR/SAM Regions, ICAO take the necessary measures to initiate an amendment to Doc 7030, based on the PANS ATM (Doc 4444), for the application of SLOP in areas where route separation is at least 30 NM and no ATS surveillance system coverage exists (i.e., radar, ADS-B, etc).	Proposal for amendment in process; to be coordinated with ICAO Headquarters.	ICAO	Proposal for amendment to Doc 7030.	Dec/2009
C	15/40	CNS	SEMINAR/WORKSHOP ON THE IMPLEMENTATION OF AIR-GROUND DATA LINKS AND THEIR APPLICATIONS	In order to support the study of a plan to conduct air-ground data links transmission trials and the functionalities or applications implemented through such links, ICAO is urged to organize and conduct a seminar/workshop on this topic the last quarter of 2009.	ICAO scheduled a Ground-ground and Air-ground ATN Application Seminar, to be held the last week of November 2009 in Dominican Republic.	ICAO	Seminar/ Workshop on air-ground data link implementation and its applications.	Dec/2009
C	15/41	CNS	AMENDMENT TO THE REGIONAL AIR NAVIGATION PLAN – TABLE CNS/3 OF FASID	That ICAO consider amending the format of the Regional Air Navigation Plan FASID Table CNS 3 by adding a new column under GNSS requirements to reflect the planning of ABAS requirements as shown in the Appendix N to this part of the Report.	Amendment approved and submitted to States, Ref. EMX0715 dated July 24 2009.	ICAO	Amendment to CNS Table 3	Completed, to be reported to GREPECAS/16
C	15/42	CNS	AVAILABILITY OF GNSS RECEIVERS FOR PROJECT RLA/03/902 IONOSPHERIC ANALYSES AND STUDIES	In order to support the ionospheric analyses and studies being conducted by project RLA/03/902, CAR/SAM States/Territories/International Organizations are urged to inform ICAO, through their respective Regional Offices no later than 15 July 2009, about the existence and availability of GNSS receivers with an L1 and L2 data collection capability per second, reporting their geographic location and the type of equipment.	A letter was circulated to the States.	CAR/SAM States/ Territories/ International Organizations	Information on the existence and availability of GNSS receivers with an L1 and L2 data collection capability per second	Completed, to be reported to GREPECAS/16

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	15/43	CNS	SUPPORT FOR PROJECT RLA/03/902-SACCSA	<p>Bearing in mind:</p> <ul style="list-style-type: none"> that Phase III of SACCSA could provide definitive elements for decision-making by the CAR/SAM Regions with regard to the implementation of SBAS; that the proposed ionospheric studies are of considerable importance for gaining knowledge and characterizing actual behaviour for consequent implementation/planning of the GNSS solution; and the importance of having CAR/SAM States willing to participate in Phase III of RLA/03/902 SACCSA for the efficient completion of the project; <p>ICAO is requested to circulate, as soon as possible through its Regional Offices, a letter to States/Territories/International Organizations, asking them to identify by 31 December 2008, whether or not they are interested in participating in Phase III of project RLA/03/902 - SACCSA in order to determine those interested in conducting Phase III and making a decision in this regard.</p>	A letter was circulated to States with this query.	ICAO	State Letter on interest to execute Phase III of SACCSA	Completed, to be reported to GREPECAS/16
C	15/44	CNS	USE OF GNSS IN THE SHORT-TERM	In order to comply with the implementation of the CAR/SAM PBN Roadmap, States/Territories/International Organizations are urged to complete the development and approval of GPS-based NPA operations, establishing regulations and procedures (NOTAM, AIC, etc.) for the use of RAIM GPS and Baro-VNAV GPS in the short-term.	C/CAR/WG/07: In the NAM/CAR Performance-Based Implementation Plan, the tasks/ action plans for PBN implementation were included, making use of GNSS in the short term.	States, Territories, and International Organizations	Complete the development and approval of NPA based on GPS.	On going
C	15/45	CNS	REVIEW OF THE PLAN FOR THE PHASE-OUT OF NDB STATIONS	That States/Territories /International Organizations review and complete the information contained in the Regional Plan for the Phase-out of NDB Stations in the CAR and SAM Regions that appears in Appendix O to this part of the Report and send missing information to the respective ICAO Regional Offices before 15 July 2009.	Updates were received and they have been incorporated into CNS Table 3.	States, Territories, and International Organizations	Review and complete the information in the Regional Plan on CAR/SAM NDB deactivation	Completed, to be reported to GREPECAS/16

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	15/46	CNS	CAR/SAM REGIONAL ACTION FOR THE PREPARATION AND SUPPORT OF THE ICAO POSITION FOR WRC-11	That CAR/SAM States and International Organizations, in preparation and support of the ICAO position for the ITU World Radio Communication Conference – 2011 (WRC-11): support and follow-up on the work of ICAO to prepare and update its position for WRC-11; appoint a focal point or a contact person to serve as a liaison with ICAO and with the national radio frequency spectrum management authority to coordinate matters concerning WRC-11; participate actively in the Organization of American States (OAS) CITEL meetings in preparation for WRC-11; participate actively in any meetings and seminars convened by ICAO to explain and analyze the position of this organization for WRC-11; participate actively in WRC-11 in support of the ICAO position; and f) recommend and implement other appropriate measures.	Through ICAO's communication EMX0295, designation of PoCs had been made. C/CAR/WG/07: It was included as PFF (10. PROTECTION AND OPTIMUM USE OF RADIO FREQUENCY SPECTRUM) and the DRAFT CONCLUSION 7/2 was formulated: SEMINAR ON AVIATION RADIO ELECTRIC SPECTRUM MANAGEMENT AND PREPARATION FOR THE WRC-2011.	States, Territories, and International Organizations	Support and follow-up to ICAO works on preparation and update of ICAO position for WRC-2011. A focal point or a contact person with ICAO	See PFF 10. PROTECTION AND OPTIMUM USE OF RADIO FREQUENCY
C	15/47	GEN	FURTHER ACTIONS TO IMPLEMENT CONCLUSION ASB/8/2	In order to complete Conclusion ASB/8/2 that: a) immediately after the GREPECAS/15 Meeting, the ICAO Regional Offices forward to IATA and IFALPA the list of "U" air navigation deficiencies currently available in the GANDD; b) States that have been not yet done so carry out the "U" deficiency risk assessment and submit results to the accredited Regional Office not later than 5 January 2009; c) IATA and IFALPA carry out the "U" deficiencies risk assessment and submit the results to the ICAO Regional Offices not later than 1 March 2009; and d) ICAO conduct a special ASB Meeting at the NACC Regional Office in Mexico City in April 2009, to analyze the results of the completed exercise.	States are invited to present a report on the evaluation progress.	ICAO States/Territories	Results of Risk assessment should be submitted to the respective ICAO Regional Offices.	30/Sept/09
C	15/48	GEN	REFINEMENT OF PROCEDURES FOR CLASSIFYING AND ADDRESSING DEFICIENCIES	That ICAO: a) refine the procedures developed during the ASB/8 Meeting for classifying and addressing "U" deficiencies for all deficiencies, and include in same a procedure to include a 7-working day comment period for State/Territories to verify the data concerning newly identified deficiencies with the accredited ICAO Regional Office before the deficiency is entered into the GANDD; and b) present the results to the next ASB Meeting.	A complementary document to common methodology was prepared for deficiencies classification	ICAO States/Territories	Procedures for deficiency classification	April 2010 (ASB/9)

**STATUS OF OUTSTANDING CONCLUSIONS (C) OF THE FIRST REGIONAL AVIATION SAFETY GROUP – PAN AMERICA MEETING (RASG-PA/01)
CONCERNING THE CENTRAL CARIBBEAN REGION PRESENTED TO THE C/CAR/DCA/10 MEETING**

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	1/1	FS	RECOMMENDATIONS OF THE RASG-PA/01 CONCERNING (GSI/7) - THE CONSISTENT IMPLEMENTATION OF SAFETY MANAGEMENT SYSTEMS	That: a) the RASG-PA/01 forward the recommendations at the Appendix to this part of the Report concerning the implementation of Safety Management Systems (SMS) for consideration and prioritization by the RASG-PA Executive Steering Committee; and b) the RASG-PA Executive Steering Committee afford the recommendations a high priority, bearing in mind the low level of SMS implementation maturity in the regions, the impending applicability date of the SMS SARPs, and importance of SMS.	Recommendations were forwarded to Executive Steering Committee members, which developed several projects and deliverables from the recommendations.	RASG-PA Executive Steering Committee	Status on SMS & SSP Implementation in NACC and SAM Regions	RASG-PA/02 2-6 November 2009
D	1/2	FS	SUPPORT TO THE PILOT SMS IMPLEMENTATION PROJECT IN THE AMOs OF THE SRVSOP	That, taking into consideration the best practices of the Global Aviation Safety Roadmap, RASG-PA supports the pilot SMS implementation project for Aircraft Maintenance Organizations of the Regional Safety Oversight System.	SRVSOP	RASG-PA Members	Regional Safety Oversight Organisation (RSOO) Support from RASG-PA	Completed
C	1/3	FS	FUNDING OPTIONS FOR RASG-PA PROJECTS	That the RASG-PA Executive Steering Committee pursue alternative options for financial/other support for RASG-PA projects, including but not limited to the ISSG and other industry partners, IFFAS, aviation insurance providers, GEASSA/Transport Canada, the U.S. Trade Development Association, and other institutions and organizations having a vested interest in aviation safety; results to be reported at the next RASG-PA Meeting in 2009.	WP is being drafted to present at RASG-PA/02	ICAO/RD/Lima	WP on Alternative Funding Options	RASG-PA/02 2-6 November 2009
C	1/4	FS	REGIONAL APPROACH TOWARDS THE IMPLEMENTATION OF THE GLOBAL AVIATION SAFETY PLAN	That: a) the Executive Steering Committee adopt the performance framework forms (PFF) at the Appendix to this part of the Report and establish overarching timeframes for completion of the short, medium and long-term objectives of GASP/GASR, in consultation with all members of the RASG-PA; and b) the RASG-PA use the performance framework forms as a management tool for use by States, sub-regional organizations and the region to track the progress of implementation of the GASP/GASR.	It was agreed that PFFs should be used to establish RASG-PA overarching objectives, track the progress in achieving the objectives of the Global Safety Initiatives (GSIs), and used as documentation to attain funding from outside sources and in-kind support. To be considered completed.	Executive Steering Committee	PFF used for RASG-PA Projects	Completed

C/D	No.	Field	Title	Text of Conclusion (C) / Decision (D)	Follow-up	Action for	Deliverable	Target date
C	1/5	FS	ALTA INITIATIVE FOR INCREASING OPERATIONAL SAFETY	That, in order to avoid duplicity of efforts, the RASG-PA Executive Steering Committee analyze the scope and objectives of the safety enhancement initiatives (SEI) of ALTA with IATA safety initiatives and make appropriate recommendations.	ALTA: Briefed that their SEI focus is training and SMS to see how carriers can exceed ICAO Standards and Recommended Practices (SARPs). Initiatives were dependent on industry funding; however, due to world economics, ALTA has had to reduce the scope of the initiatives, ALTA will provide SEI's related to training and SMS for review of possible overlap with other organizations.	ALTA/IATA/ICAO	Review of common SEI's to ensure no duplication of efforts	RASG-PA/02 2-6 November 2009

- END -