International Civil Aviation Organization
North American, Central American and Caribbean Office
Third Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/3)
Punta Cana, Dominican Republic, 8-12 September 2008

Agenda Item 1: **Review of NACC/DCA, GREPECAS, DGAC CAP, E/CAR/DCA, C/CAR/DCA and Working Group Meetings**

VALID CONCLUSIONS OF PREVIOUS NACC/DCA, DGAC CAP, E/CAR/DCA, AND C/CAR/DCA MEETINGS

(Presented by the Secretariat)

SUMMARY
This working paper presents for review by the Meeting the status of the outstanding conclusions of the NACC/DCA, E/CAR/DCA, C/CAR DCA and DGAC CAP.
References:
- Report of the 93rd Meeting of Directors of Civil Aviation of Central America and Panama (DGAC/CAP/93), Mexico City, Mexico, 9 to 10 July 2008   - Report of the Twenty First Meeting of Directors of Civil Aviation of the Eastern Caribbean (21st E/CAR DCA), Tortola, British Virgin Islands, 11 to 14 February 2008   - Report of the Ninth Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR/DCA/9), Oranjestad, Aruba, 9 to 12 July 2007   - Report of the Twentieth Meeting of Directors of Civil Aviation of the Eastern Caribbean (20th E/CAR DCA), Miami, United States, 4 to 7 December 2006   - Report of the 92nd Meeting of Directors of Civil Aviation of Central America and Panama (DGAC/CAP/92), Mexico City, Mexico, 2 to 4 October 2006   - Report of the Eighth Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR DCA/8), Curacao, Netherlands Antilles, from 15 to 18 May 2006   - Report of the Second Meeting of Directors of Civil Aviation of the North American, Central American and Caribbean (NACC/DCA/2), Tegucigalpa, Honduras, 11 to 14 October 2005   - Report of the First Meeting of Directors of Civil Aviation of the North American, Central American and Caribbean (NACC/DCA/1), Grand Cayman, Cayman Islands, 8 to 11 October 2002

Strategic Objectives	*This working paper is related with Strategic Objectives A, B, and D.*

1. Introduction

1.1 The status of the outstanding conclusions of the NACC/DCA, E/CAR/DCA, C/CAR DCA and DGAC/CAP meetings are attached to this working paper as follows:

Appendix A   Status of outstanding conclusions of the First and Second Meetings of Directors of Civil Aviation of the North American, Central American and Caribbean.

Appendix B   Status of outstanding conclusions of the Twentieth and Twenty-first Meetings of Directors of Civil Aviation of the Eastern Caribbean.

Appendix C   Status of outstanding conclusions of the Eighth and Ninth Meetings of Directors of Civil Aviation of the Central Caribbean

Appendix D   Status of outstanding conclusions of the 92ª Meetings of Directors of Civil Aviation of Central America and Panama – *Spanish only*

2.   **Suggested Action**

2.1   The meeting is invited to review, report and update the status of the conclusions shown in Appendixes A, B, C, and D of this working paper as follows:

CLASSIFICATION OF THE STATUS OF CONCLUSIONS AND DECISIONS:
Valid
Completed
Superseded

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

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	**CONCLUSION 1/8 ATS QUALITY ASSURANCE PROGRAMME** That the States/Territories/ATS Service Providers of the CAR Region: a) based on the guidance material for ATS quality assurance programmes approved by the CAR/SAM Regional Planning and Implementation Group (GREPECAS), implement ATS quality assurance programmes at their ATS units not later than **December 2003**, designating the individual responsible who will also be the focal point and coordinator of the aforementioned programmes; b) inform the ICAO NACC Regional Office on the designation; and c) participate actively at all events that seek to disseminate, provide training in, and implement ATS quality assurance programmes.	States / Territories	Superseded by GREPECAS/14, Conclusion 14/4.	Superseded	Take note
ATM	**CONCLUSION 1/10 NATIONAL RNAV/RNP IMPLEMENTATION PROGRAMMES FOR THE CAR REGION** That civil aviation administrations in the Caribbean (CAR) Region develop, as soon as possible, national RNAV route and RNP implementation programmes that are consistent with the CAR/SAM regional RNAV route and RNP implementation programmes, allowing the study on the impact of the implementation of these routes and their RNP values on the airspace and air traffic services under their responsibility permitting the implementation of these elements in an integrated, harmonious and timely fashion in the CAR Region.	States / Territories	Superseded by GREPECAS/ Conclusion 14/46 and Conclusion 14/51	Superseded	Take note
ATM	**CONCLUSION 1/12 ENGLISH LANGUAGE IN ATC** That the Directors of Civil Aviation of the CAR Region support the initiatives carried out within ICAO by the Proficiency Requirements in Common English Study Group (PRICE SG) in relation to the proposals for amendments that will be made to Annexes 1, 6, 10 and 11.	States/ Territories	Two seminars on Proficiency Language were held in January and February 2008, in which a 3 -years implementation plan was prepared for the Annex 1 procedures.	Completed	Take note

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	**CONCLUSION 1/20 PRIORITY SOLUTION FOR AIR NAVIGATION DEFICIENCIES** That States/Territories/International Organizations, with a view to resolving first and foremost their respective air navigation deficiencies, especially those that might have a negative effect on safety aspects presented in Appendix D, a) urgently develop and implement an Action Plan for each deficiency complying with the requirements established in the Air Navigation Plan FASID and the SARPs, specifying the corrective measures, the completion date, as well as assigning the necessary resources; and b) inform ICAO, through the NACC Office, on the Action Plan referred to in item a) above, no later than 31 December 2002, including any difficulties encountered.	States/ Territories	Superseded by GREPECAS Conclusion 13/61 and 14/60. This issue is addressed on Agenda item 2.2 on Air Navigation Deficiencies.	Superseded	Take note

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	**CONCLUSION 1/21 HUMAN RESOURCES PLANNING AND TRAINING** That those States/Territories/International Organizations that do not have a human resources planning process for air navigation services, safety oversight and civil aviation security, consider, on an urgent basis, the need to take the following measures: a) appoint and train personnel in human resources planning within the units responsible for the different aeronautical services; b) develop a human resource plan for the next five years, containing a civil aviation personnel training programme including the implementation and operation of the new CNS/ATM Systems, safety oversight and civil aviation security; c) emphasize to the GREPECAS on the need to follow-up Decision 10/4 to analyze the "impact of automation on human resources" in accordance with the Guidance Manual for the Training of Human Resources on CNS/ATM Systems; d) consider the importance of attending activities sponsored by ICAO (courses, seminars, workshops, etc.) taking into account that such activities are aimed at complementing and updating civil aviation personnel training; e) request the ICAO NACC Regional Office to distribute the form, attached as the Appendix to this part of the Report, to be filled out by the Administrations in order to determine the need for human resources and training in the different aeronautical fields in the CAR States. This form should be sent to the NACC Office, no later than 31 January 2003; and 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.	States/ Territories	This issue is addressed on Agenda item 6 Öther Matters with WP 09".	Valid	Take note

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	**CONCLUSION 1/22 TRAINING STANDARDIZATION – TRAINAIR METHODOLOGY IN THE CAR REGION** a) That, for the development of human resources, States/Territories/International Organizations in the CAR Region, consider the following actions: b) take the necessary measures to standardize civil aviation training, in accordance with ICAO guidelines taking into consideration international co-operation; c) that those training centers who have not yet joined the TRAINAIR Programme, do so; and d) 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.	States/ Territories/ International Organizations	Under the Agenda Item 5 Regional Technical Cooperation Activities, States are to informed the advances in this topic and analyze the Regional CAR Project Scope.	Valid/ NACC/DCA/4	Take note
AVSEC	**CONCLUSION 1/28 AVIATION SECURITY** That States and Territories: a) commit towards full implementation of the multilateral conventions on aviation security and the ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) as well as ICAO Assembly Resolutions and Council Decisions relating to aviation security and safety; b) participate actively in implementation of the ICAO *Aviation Security Plan of Action*, 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	E/CAR: Superseded by E/CAR/DCA Conclusion 21/6 C/CAR: Valid CAP: Valid The meeting is invited to adopt a similar conclusion as the one in ECAR/DCA/21.	Superseded Valid Valid	

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	**CONCLUSION 2/1 SUPPORT FOR THE EXECUTION OF RECOMMENDATIONS / CONCLUSIONS OF GLOBAL, REGIONAL AND SUB-REGIONAL MEETINGS** That NACC States/Territories/International Organizations, with a view to continuing the development of air navigation systems meeting civil aviation needs and increasing the efficiency and safety of air navigation: a) optimize the support and attention to the implementation of Recommendations/ Conclusions of the Global, Regional and Sub-regional Meetings regarding AGA, AIS/MAP, ATM, CNS, MET and MCI/SAR fields; b) consider the issues included in the Appendix to this part of the report as the main working guidelines; and c) establish the appropriate coordination and bilateral or multilateral cooperation agreements for the purposes expressed in the items above.	States/ Territories/ International Organizations	E/CAR: Completed C/CAR: Completed CAP: Completed	Completed.	Take note
AIS	**CONCLUSION 2/2 PROPOSAL FOR THE EXECUTION OF A WGS-84 SPECIAL IMPLEMENTATION PROJECT (SIP) FOR THE CAR REGION** That the ICAO NACC Office submits to the ICAO Council a proposal for the development of a WGS-84 SIP in the CAR Region.	ICAO NACC Office	E/CAR: Completed C/CAR: Completed CAP: Completed A SIP was provided on aeronautical charts-electronic data and e-TOD in Dominican Republic in November 2007	Completed	Take note
FS	**CONCLUSION 2/3 PAN AMERICAN AVIATION SAFETY TEAM (PAAST)** That States, Territories and International Organizations: a) encourage safety personnel, air carrier, general aviation, and military pilots, airport operators, and air traffic controllers to actively participate in the PAAST programme; and b) consider incorporating safety programmes, such as ALAR and RIPP, as regulatory elements for pilot and controller licensing.	States/ Territories/ International Organizations	a) The RASG-PA/01 meeting was scheduled in San Jose, Costa Rica, in November 2008 b) As update, it is recommend to remove this literal.	Valid Valid	Take note Take note
AVSEC/ AIS	**CONCLUSION 2/4 WHTI/GEASA ACTIVITIES** That States/Territories/International Organizations: a) consider the GEASA group as an important means to provide support for regional technical cooperation; and b) participate in GEASA activities as deemed appropriate.	States/ Territories/ International/ Organizations	E/CAR: Supersede by Conclusion 21/6 from E/CAR/DCA/21 C/CAR: Valid CAP: Valid	Superdesed Valid Valid	Take note

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
FS	**CONCLUSION 2/5 UNIFIED STRATEGY TO RESOLVE SAFETY-RELATED DEFICIENCIES** That the Directors of Civil Aviation of States and Territories as well as International Organizations from the CAR Region agree to: a) fully participate in the unified strategy implementation plan for the resolution of safety-related deficiencies, and b) provide, as requested, assistance to States outside of the CAR Region.	States/ Territories/ International/ Organizations	Superseded by GREPECAS, Conclusion 14/60	Superseded	Take note
FS	**CONCLUSION 2/6 IASDEX PROGRAMME** That States/Territories recognize the importance of safety data sharing initiatives such as the IASDEX programme, and are encouraged to express interest to the FAA in possible future participation in this specific initiative.	States/ Territories	Superseded by GREPECAS, Conclusion 14/4	Superseded	Take note
FS	**CONCLUSION 2/7 ENHANCEMENT OF THE AVIATION SAFETY CULTURE** The Directors from the NAM/CAR States, Territories and International Organizations, in agreement of the necessity and importance of a safety culture, resolved to: a) comply with ICAO safety requirements as elements for a safety culture, and b) commit to taking other appropriate measures for the enhancement of the aviation safety culture in their respective organizations.	States/ Territories/ International/ Organizations	Superseded by GREPECAS, Conclusion 14/4	Superseded	Take note
FS	**CONCLUSION 2/8 COMPLIANCE WITH ICAO LANGUAGE PROFICIENCY REQUIREMENTS** That States/Territories and International Organizations of the NAM/CAR Regions begin the preparatory work in order to comply with ICAO language proficiency requirements by **5 March 2008,** preventing the occurrence o ATS incidents and accidents.	States/ Territories/ International Organizations	Idem NACC/DCA/Conclusion 1/12: Two seminars on Proficiency Language were held in January and February 2008, in which a 3 -years implementation plan was prepared for the Annex 1 procedures.	Completed	Take note

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
CNS/ ATM	**CONCLUSION 2/9 COORDINATED DEVELOPMENT AND IMPLEMENTATION OF THE CNS/ATM SYSTEMS IN THE NAM/CAR REGIONS** That aimed at continuing a coordinated development and implementation of the CNS/ATM systems in the NAM/CAR Regions, States/Territories/International Organizations should: **a**) follow-up the CNS/ATM Matrix presented in Appendix A to this part of the Report; b) develop planning implementation of these CNS systems taking into account, among other aspects, the Matrix referred in paragraph a) above; c) with the ICAO NACC Office support, adjust the mentioned CNS/ATM Matrix, taking into account the second amendment to the Global Air Navigation Plan for the CNS/ATM systems expected to be approved in 2006; and d) through the NACC regional/sub-regional meetings mechanism periodically update the information of the CNS/ATM Matrix on the status of development of the CNS/ATM systems in these Regions.	States/ Territories/ International/ Organizations	Review validity of CNS/ATM Matrix format at the NACC/DCA/3 Meeting. The information contained in the said CNS/ATM Matrix has been considered in the NAM/CAR Regional Implementation Plan, to be dicussed under Agenda Item 2.1	Superseded	Take note
CNS/ ATM	**CONCLUSION 2/10 APPLICATION OF NAM/CAR REGIONAL TECHNOLOGICAL SOLUTIONS FOR AERONAUTICAL SERVICES** That States/Territories/International Organizations of the NAM/CAR Regions aimed at facilitating and obtaining major benefits in the implementation of the CNS/ATM systems and other aeronautical services: a) look for and implement regional technological solutions that facilitates the integration, harmonization and intra/inter regional cooperation; and b) consider the agreement of regional technical cooperation projects for applying solutions mentioned in paragraph a) above.	States/ Territories/ International/ Organizations	ICAO NACC Office is developing a Technical Cooperation Project Proposal to address this issue. This conclusion is addressed under the Agenda Item 5 Regional Technical Cooperation Activities,	Valid/ NACC/DCA/4	Follow-up

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
CNS/ ATM	**CONCLUSION 2/11 INTERFACE AND OPERATIONAL INTEGRATION OF ATM AUTOMATION SYSTEMS OF THE NAM/CAR REGIONS** That the States/Territories/International Organizations: a) define the ATM automation requirements, in accordance with their operational and technical needs; b) base on the Regional Strategy for the implementation of ADS-B presented as Appendix C to this part of the Report; c) examine other regional requirements for the integration of ATM automation systems; d) establish bilateral or multilateral agreements for the integration of ATM automation systems, with a view to a regional ATM automation in accordance with ICAO guidelines; e) designate a point of contact to participate in the work for the integration of ATM automation systems; and f) coordinate their action plans with the ICAO NACC Regional Office in order to ensure a regional integration of ATM automation systems, in an integral, harmonious, interoperable manner, coherent with the Regional Air Navigation Plan (ANP) of the CAR/SAM Regions.	States/ Territories/ International/ Organizations	This conclusion and its actions are discussed under Agenda Item 2.1 Air Navigation Matters and considered in the NAM/CAR Implementation Plan	Completed	Take note.
CNS	**CONCLUSION 2/12 DEVELOPMENT OF A MODERNIZATION AND IMPLEMENTATION PLAN OF D-ATIS EQUIPMENT IN THE INTERNATIONAL AIRPORTS OF THE CAR REGION** 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**.**	States/ Territories / COCESNA	States/ Territories and COCESNA are invited to provide information in this respect	Valid/	Take note

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
CNS	**CONCLUSION 2/13 SUPPORT OF STATES IN THE NAM/CAR REGIONS TO ICAO'S POSITION FOR THE ITU WRC-2007** 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: 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; 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); 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 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.	NAM/CAR DGCAs	The WRC-2007 meeting had been held and its results are given under Agenda Item 2.1 Air Navigation Matters as well as information for ICAO position for ITU WRC 2011.	Completed	Take note
ATM	**CONCLUSION 2/14 IMPLEMENTATION OF PERFORMANCE-BASED NAVIGATION** That States/Territories and International Organizations take into account the information included in Appendix E to this part of the report in their future implementation work of Performance-Based Navigation in their airspace.	States/ Territories/ International/ Organizations	Superseded by GREPECAS, Conclusion 14/46	Superseded	Take note
ATM	**CONCLUSION 2/17 SUPPORT FOR THE ATM WORK IN THE NAM/CAR REGIONS** That Civil Aviation Administrations of the NAM/CAR Regions continue supporting the work of the Working Groups for the regional development and implementation of the ATM elements applicable to the NAM/CAR Regions.	CAAs	ICAO NACC is reorganizing regional working groups in accordance with GREPECAS/14 Conclusion 14/51.	Completed	Take note

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	**CONCLUSION 2/18 IMPLEMENTATION OF AIR TRAFFIC FLOW MANAGEMENT (ATFM) IN THE CENTRAL AMERICAN FIR** That, considering the important operational and financial benefits for the ATM community, derived from the implementation of an efficient and safe Air Traffic Flow Management (ATFM) system, the States in the Central American FIR and COCESNA: a) initiate, under the coordination of COCESNA, the actions regarding the implementation of a sub-regional ATFM system for the Central American FIR, considering to that end the guidelines of ICAO, as well as the tasks and implementation programme to be agreed upon in the CAR/SAM Regions; b) continue the coordination with States, ICAO NACC Regional Office and other International Organizations, air operators, other ATFM Units and related bodies within a cooperative framework, in order to establish an efficient, safe and highly beneficial ATFM system; and c) present to the NACC/DCA/3 Meeting, through COCESNA, a report on the status of the progress of this project.	States/ COCESNA	The States of Central America and COCESNA are to inform the Meeting in this respect.	Valid	Follow-up
ATM	**CONCLUSION 2/19 IMPLEMENTATION OF THE ATFM SYSTEM IN THE NAM/CAR REGIONS** 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	Superseded by CAR/WG Conclusion 1 / 2)	Superseded	Take note

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	**CONCLUSION 2/20 IMPLEMENTATION OF A SAFETY MANAGEMENT SYSTEM** 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	Superseded by GREPECAS, Conclusion 14/4	Superseded	Take note
ATM	**CONCLUSION 2/21 IMPLEMENTATION OF PROGRAMMES FOR THE EVALUATION OF ATM PERFORMANCE** That States/Territories of the CAR Region and COCESNA implement by **30 November 2006** an ATM performance assessment programme, in accordance with ICAO guidelines (Annex 11, Doc 4444 and Doc 9854.	CAR States / Territories COCESNA	ICAO organized a world-wide symposium on performance of the air navigation system in March 2007.	Completed	Take note
MET	**CONCLUSION 2/22 COORDINATION OF AGREEMENTS BETWEEN CIVIL AVIATION ADMINISTRATIONS AND MET AUTHORITIES OF CAR STATES / TERRITORIES / INTERNATIONAL ORGANIZATIONS** 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: a) clearly identifying their respective functions and the coordination between them; and 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).	States/ Territories/ International/ Organizations	E/CAR: Superseded by E/CAR/DCA Conclusion 21/1 C/CAR: Valid CAP: Valid	Superseded Valid Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
MET	**CONCLUSION 2/23 CO-OPERATION FOR SIGMET INFORMATION ISSUANCE** That, with the view of improving the issuance of SIGMET information: 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 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.	States/ Territories	E/CAR: Superseded by E/CAR/DCA Conclusion 21/1 C/CAR: Valid CAP: Valid	Superseded Valid Valid	Follow-up
AIS/ MAP	**CONCLUSION 2/24 STUDY OF THE AERONAUTICAL INFORMATION MANAGEMENT (AIM) CONCEPT** That States/Territories/International Organizations: a) initiate the corresponding studies for the planning and development of the AIM concept in the AIS/MAP services of the NAM/CAR Regions and, to that end, be included as a task of the work programme of the existing working groups, taking into account, as reference, the Air Navigation Global Plan for the CNS/ATM Systems and the Recommendations of the 11th 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	Superseded by CAR/WG Conclusion 1/18 (completed)	Superseded	Take note

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AIS/ MAP	**CONCLUSION 2/25 PAIGH/ICAO REGIONAL PROJECT FOR THE PRODUCTION OF AERONAUTICAL CHARTS** That, taking into consideration the difficulties experienced in general in the CAR Region regarding the production of Aeronautical Charts required in Annex 4, and GEASA initiative to sponsor the preliminary studies to develop a regional cooperation project, CAR/SAM States/Territories/International Organizations: a) consider their integration in the production of aeronautical charts project, that is proposed within the ICAO and PAIGH technical cooperation frame; b) consider the regional Aeronautical Information Management (AIM) within the specifications of the project; and c) support the work of ICAO/PAIGH Aeronautical Charts Working Group, which functions under the GREPECAS mechanism, in order to develop a project under the Terms of Reference and Work Programme that are shown in Appendix M to this part of the report; and d) request support from the IFFAS.	States/ Territories/ International/ Organizations	ICAO NAAC Office through Technical Cooperation Bureau is developing a new Regional project that includes the terms from Conclusion 2/4 and Conclusion 2/25. This is addressed on Agenda Item 5.	Valid	Take note and follow up
AIS/ MAP	**CONCLUSION 2/26 ADOPTION OF GUIDANCE MATERIAL FOR THE NOTAM CONTINGENCY PLAN** That States and Territories of the NAM/CAR Regions and COCESNA consider the contents of the NOTAM Contingency Plan for Havana's FIR as guidance material for the establishment of operational agreements related to NOTAM contingencies.	States/ Territories/ International/ Organizations	Delegations will inform on the actions taken by the relevant Administrations on this issue. Administrations are urged to implement these plans adopting the guidance material contained in Appendix AE of the GREPECAS/13 Meeting. ICAO NAAC Office had not received any other additional report for the establishment of operational agreements related to NOTAM contingencies, only Cuba and COCESNA.	Valid	Take note

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
HRT	**CONCLUSION 2/27 HUMAN RESOURCES AND TRAINING PLANNING** That those States/Territories/International Organizations that do not have a human resources planning process at the different aeronautical services they provide, consider as an urgent matter the need to take the following measures: a) designate and prepare personnel on human resources planning within the responsible units of the different aeronautical services; b) develop a plan on human resources aimed at covering the needs for the next 5 years, including a training programme for the civil aviation staff involved in the implementation and operation of the new CNS/ATM systems, safety oversight and civil aviation security, and establish 31 March 2006 as deadline to finalize the plan; c) submit to the ICAO NACC Regional Office by 30 January 2006, the form shown in the Appendix O to this part of the report, duly completed by the CAAs.	States/ Territories/ International/ Organizations	Delegations will inform on the actions taken on a) and b) in their respective Administrations. Regarding c), the NACC Office has not yet received the information requested. This issue is addressed on Agenda item 6.	Valid	Follow-up and take appropriate action.
GEN	**CONCLUSION 2/28 PRIORITIZE SOLUTION TO EXISTING AIR NAVIGATION DEFICIENCIES** That States/Territories/International Organizations that have not yet done so, with the view to resolve air navigation deficiencies in the NAM/CAR Regions: a) use the GANDD database and provide information to keep the database updated; b) prepare and inform the ICAO NACC Office of their respective action plans for the solution of deficiencies, to be received before 30 December 2005; and c) prioritize and provide the necessary and available resources to resolve as soon as possible the deficiencies.	States/ Territories/ International/ Organizations	Superseded by GREPECAS Conclusion 13/61 and 14/60 This issue is addressed on Agenda item 2.2 on Air Navigation Deficiencies.	Superseded	Take note
AVSEC	**CONCLUSION 2/29 COMPLIANCE OF AVSEC PROGRAMMES** The Directors of Civil Aviation agree to review and update national policies to ensure effective oversight of Annex 17, Standards 3.1.1, National Civil Aviation Security Programme, 3.4.4, Quality Control, 3.4.5, Survey, Inspection and Test, 3.1.7 National Training Programme, and 3.3.1 Aircraft Operators Security Programme.	States Territories CAR Region	This issue is covered by USAP	Completed	Take note

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	**CONCLUSION 2/30 ECONOMIC CONTRIBUTION OF CIVIL AVIATION** That, the Directors of Civil Aviation of the North America, Central America and the Caribbean, recognizing the important impact of civil aviation on their economies, resolve to: a) use ICAO Circular 292, Economic Contribution of Civil Aviation, in support of efforts to define the contribution of civil aviation; and b) use the results in obtaining financing for important civil aviation projects.	NACC DGACs	E/CAR: Completed C/CAR: Completed CAP: Completed	Completed Completed Completed	Take note
GEN	**CONCLUSION 2/31 ACTIVITIES OF THE TECHNICAL CO-OPERATION PROJECTS IN THE NAM/CAR REGIONS** That States/Territories and International Organizations of the NAM and CAR Regions: a) participate and contribute, if not already done so, to the budget of regional projects in their area of responsibility; and b) analyze the importance of using ICAO technical co-operation national projects as a governmental tool to expand and facilitate the achievement of management results.	States/ Territories/ International/ Organizations	E/CAR: Completed C/CAR: Completed CAP: Completed	Completed Completed Completed	Take note

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REVIEW OF THE VALID CONCLUSIONS OF THE MEETINGS OF DIRECTORS OF CIVIL AVIATION OF THE EASTERN CARIBBEAN

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS /TARGET DATE	REQUIRED ACTION
ATM	**CONCLUSION 20/02 COMMON PROCEDURE FOR RPL MANAGEMENT IN THE E/CAR** That E/CAR States/Territories/International Organizations accepting the use of RPLs for traffic departing from aerodromes under its jurisdiction: a) implement a common procedure in order to ensure the appropriate dissemination of the RPL data; b) publish relevant procedures in the E/CAR AIPs based on the following principles: i. users shall transmit their list of RPLs to each departing aerodrome; ii. each departing aerodrome AIS office that is accepting the use of RPLs for departing traffic, transmit daily flight plan data to all concerned ATC facilities according to ICAO standards; and, c) the 31st E/CAR/WG follow-up on the present procedure.	E/CAR States/ Territories/ International Organizations	.	Valid	
CNS	**CONCLUSION 20/04 PROVISION OF POWER ENERGY AND BACKUP GENERATORS TO EACH NAVIGATION AID** That States/Territories consider the provision of sufficient energy and backup generators for extended power outages, based upon the individual commercial demands of each navigation aid in the E/CAR.	E/CAR States/ Territories	This conclusion is to be considered its follow up in the NACC/WG under the E/CAR/WG	Valid	
AVSEC	**CONCLUSION 20/09 FACILITATION POINTS OF CONTACT** That each E/CAR State/Territory identify to the ICAO NACC Regional Office their National Facilitation Point-of-Contact in the format included in **Appendix A** to this part of the Report by **31 January 2007**.	E/CAR States/ Territories		Valid	
AVSEC	**CONCLUSION 20/10 PHASE II ICAO/CANADA AWARENESS TRAINING PROGRAMME** That the E/CAR States/Territories support the Phase II ICAO/Canada Awareness Training Programme in hosting workshops, courses, and seminars and having their AVSEC specialists participate in these events.	E/CAR States/ Territories		Valid	

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS /TARGET DATE	REQUIRED ACTION
AVSEC	**CONCLUSION 20/11 IMPLEMENTATION STATUS OF AVSEC/COMM CONCLUSIONS** That all E/CAR States/Territories complete the AVSEC survey included in **Appendix B** to this part of the Report to validate the implementation status of past GREPECAS AVSEC/COMM Conclusions related to the implementation of Annex 17 SARPs by **31 January 2007**.	E/CAR States/ Territories		Completed	
MET TC	**CONCLUSION 21/1 IMPROVEMENTS IN EASTERN CARIBBEAN MET SERVICES** That ICAO: a) take appropriate actions to develop a regional Technical Cooperation Project to improve MET services of the States/Territories in the Eastern Caribbean covering the following issues**:** • Training programmes for MET personnel • OPMET information exchange in E/CAR States • Follow-up on the implementation of the recommendations formulated in the MET SIP for the CAR Region • Improvements in the operational coordination and the provision of MET services • Participation of MET personnel in ICAO meetings • Establish Agreements between Civil Aviation Administrations and MET Authorities of CAR States / Territories / International Organizations b) submit the regional Technical Cooperation Project to the NACC/DCA/3 Meeting for review and approval.	ICAO	ICAO NACC Office has prepared a regional project covering all the air navigation fields, including MET.	Valid	
ATM	**CONCLUSION 21/2 COMMON TRANSITION ALTITUDE FOR THE E/CAR REGION** That the E/CAR ATM Committee: a) develop and send to the E/CAR States/Territories for comments, not later than **30 November 2008**, a proposal for a common transition altitude among the Piarco FIR; and b) present their recommendations to the Twenty-Second Meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR/DCAS/22).	E/CAR ATM Committee		Valid	

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS /TARGET DATE	REQUIRED ACTION
AIM	**CONCLUSION 21/3 REGIONAL TECHNICAL COOPERATION PROJECT FOR THE IMPLEMENTATION OF AERONAUTICAL INFORMATION MANAGEMENT (AIM)** That ICAO: a) take the necessary actions to develop a Regional Technical Cooperation Project for the implementation of Aeronautical Information Services (AIS), taking into account Aeronautical Information Management (AIM), the global ATM operational concept, the corresponding CNS technology support, the necessary AIS, AGA and MET services, as well as the training of personnel in the topics involved; and b) present the aforementioned project to the NACC/DCA/3 Meeting scheduled for 2008.	ICAO	The development of the Project is on going. Technical Cooperation is coordinating with all fields involved in order to develop the Regional Technical Cooperation Project.	Valid	
SAR	**CONCLUSION 21/4 ACTIONS TO IMPROVE THE SAR SYSTEM IN THE E/CAR** That, a) ICAO NACC Office will provide the Eastern Caribbean States and Territories by 14 March 2008, a full description of each fundamental element listed on the State SAR Matrix; b) ICAO NACC Office send an official letter to CDERA and PAHO asking for documentation for the establishment of national mass casualty plans in order to be available to States at the next SAR Meeting scheduled for April 2008; c) United States will extend an invitation to the Trinidad and Tobago representative of the E/CAR SAR Committee to participate in the next Caribbean SAR Workshop tentatively scheduled for June 2008 in Miami, Florida, or Dominican Republic; d) the Rapporteur of the E/CAR SAR Committee coordinate with the members of the E/CAR SAR Committee, including the United States, the Netherlands Antilles and the United Kingdom, for their participation in the abovementioned Caribbean SAR Workshop; e) Eastern Caribbean States and Territories, use the State SAR Matrix and full description of the fundamental elements to gauge the capacity of individual State SAR systems; and f) present the status of the SAR System to the 22nd E/CAR DCA Meeting.	ICAO	.	a), b), c), d) and e): Completed f)Valid	

AREA	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS /TARGET DATE	REQUIRED ACTION
FS	**CONCLUSION 21/5 EFFECTIVE SAFETY REPORTING CONTEXT** That States/Territories of the Eastern Caribbean, for an effective safety reporting environment in the prevention of aviation related accidents adopt the following definition: ***"An Effective Safety Reporting Context* is one in which front line operators or others are not punished for actions, omissions or decisions taken by them that are commensurate with their experience and training, but where gross negligence, willful violations and destructive acts are not tolerated."**	E/CAR States/ Territories	Protecting safety information is not intended to interfere with the proper administration of justice in States. The objective is to prevent the inappropriate use of information collected solely for the purpose of improving aviation safety.	Valid	
AVSEC	**CONCLUSION 21/6 ENHANCEMENT OF THE INTERNATIONAL CIVIL AVIATION SECURITY** The E/CAR States/Territories are urged to: a) continue supporting USAP and ensuring the implementation of their corrective action plans regarding compliance with Annex 17 SARPs; b) provide qualified AVSEC Specialists in the form of Short-Term Experts to contribute to the AVSEC Action Plan through the ICAO Training Schedule for 2008; c) participate in the different courses and workshops on aviation security screener certification organized by ICAO at different States and ASTCs of the CAR/SAM Regions; d) provide ICAO with up-to-date information on their AVSEC and FAL points-of-contact (if they have not already done so); e) implement the recommended guidelines on security controls for screening liquids, gels and aerosols; and f) provide ICAO with timely information on acts of unlawful interference that have occurred within their territories.	E/CAR States/ Territories		Valid	
GEN	**CONCLUSION 21/7 ORGANIZATION AND HOLDING OF E/CAR/WG MEETINGS** That, a) ICAO: i) develop a rotational list for the E/CAR Working Group Meetings; ii) develop a rotational list for the NACC Working Group Meetings; and, b) the E/CAR States: i) fund expenses for the participation of ICAO NACC Officers at the convened E/CAR/WG Meeting; and ii) support the participation of their specialists in the E/CAR/WG.	ICAO E/CAR States/ Territories	This conclusion is considered under the NACC/WG scheme on Agenda Item 2.1 Air Navigation Matters.	Completed	Take note

STATUS OF OUTSTANDING CONCLUSIONS OF THE DIRECTORS OF CIVIL AVIATION OF THE CENTRAL CARIBBEAN MEETINGS

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	**CONCLUSION 9/1 SOLUTION OF DEFICIENCIES AND LAST RESORT ACTION PREPARATION** That C/CAR States/Territories that have not yet done so, carry out urgent action to: a) designate a national coordinator to update the GREPECAS Air Navigation Deficiencies Database (GANDD); b) prepare as soon as possible their respective action plans for resolving deficiencies using the form presented in Appendix H to this part of the Report; c) submit their action plans mentioned in item a) above to the ICAO Regional Office; d) resolve "U" deficiencies before 31 December 2007, in accordance with GREPECAS Conclusion 13/92; and e) study and suggest mitigation or alternative solutions as last resort action.	C/CAR States/Territories	Superseded by GREPECAS Conclusions 13/61, 14/59 and 14/60. This issue is addressed on Agenda item 2.2 on Air Navigation Deficiencies.	Superseded	Take note
AGA	**CONCLUSION 9/2 FOLLOW-UP AND PRIORISED ATTENTION TO AGA/AOP ISSUES** That, taking into account the importance of AGA/AOP issues on safety, the numerous existing deficiencies in this field and their negative impact on the results of the USOAP audits, the C/CAR States/Territories: a) follow-up on the development of AGA/AOP issues presented in Appendix I to this part of the Report; b) prioritise the implementation of action plans for AGA/AOP deficiencies; and c) adopt the regulations and other relevant measures in order to improve AGA/AOP safety.	C/CAR States/Territories	A Seminar/Workshop on Emergency Plans and Emergency Operations Centre will be held from 29 September to 03 October 2008 in Tortola, British Virgin Islands. The Sixth International Conference on Bird Hazard will be held from 24-28/11/2008 in Brasilia, Brazil.	Valid	Take note

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AVSEC	**CONCLUSION 9/7 SUPPORT FOR THE IMPLEMENTATION OF THE ICAO UNIVERSAL SECURITY AUDIT PROGRAMME (USAP) – 2007 AND 2008 CYCLES** That C/CAR States/Territories, in order to continue support of the implementation of the Universal Security Audit Programme (USAP) - 2007 and 2008 cycles: a) ensure the implementation of their corrective action plans for compliance with SARPs of Annex 17; b) participate in the various courses and workshops on quality control security organized by ICAO in the States and ASTCs of the CAR/SAM Regions; c) provide qualified human resources through Short Term Experts/Instructors (STE) and other contributions; d) provide ICAO with up-to-date information on their AVSEC and FAL points-of-contact (if they have not already done so); e) implement the recommended guidelines on the security controls for screening liquids, gels and aerosols; and f) provide ICAO with timely information on acts of unlawful interference that have occurred within their territories.	C/CAR States/Territories	In process of implementation	Valid	Take note

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ESTADO DE LAS CONCLUSIONES VIGENTES DE LA 92ª Y 93ª REUNIÓN DE DIRECTORES GENERALES DE AVIACIÓN CIVIL DE CENTROAMÉRICA Y PANAMÁ

ÁREA	CONCLUSIÓN	ACCIÓN PARA	COMENTARIOS Y SEGUIMIENTO	ESTADO/ FECHA META:	ACCIÓN REQUERIDA
AGA	**CONCLUSIÓN 92/2 REALIZACIÓN DE UN TALLER DE CERTIFICACIÓN DE AERÓDROMOS Y SMS EN INSTALACIONES ICCAE DE COCESNA.** Que la OACI en coordinación con COCESNA organice la realización de un Taller de Certificación de Aeródromos y SMS en las instalaciones del ICCAE de COCESNA y se coordine la programación de las fechas que se consideren más adecuadas**.**	OACI COCESNA	Se coordinará con COCESNA la realización del Taller para el Primer Semestre de 2009.	Válida	
ATM	**CONCLUSIÓN 93/01 IMPLEMENTACIÓN DEL NUEVO FORMATO DE PLAN DE VUELO** Que, considerando la importancia de la enmienda 1 al Doc 4444 cuya aplicación se prevé para el año 2012, los Estados Centroamericanos y COCESNA desarrollen un plan de transición e implementación armoniosa del nuevo formato de Plan de Vuelo de la OACI y los mensajes ATS relacionados, en sus sistemas automatizados y lo presenten a la Reunión DGCA/CAP/94	Estados Centroamericanos y COCESNA		Válida	
AGA/ AIM/ ATM/ CNS/ MET	**CONCLUSIÓN 93/02 REVISIÓN DE LOS TÉRMINOS DE REFERENCIA Y PROGRAMA DE TRABAJO DE LOS EXPERTOS DE NAVEGACIÓN AÉREA DE CENTROAMÉRICA** Que, reconociendo la necesidad de armonizar los términos de referencia y programas de trabajo para la implementación de los aspectos de los sistemas de navegación aérea (AGA/AIM/ATM/CNS/MET) en Centroamérica: a) la Oficina NACC de la OACI, en coordinación con COCESNA, organice durante el primer trimestre del 2009 la próxima reunión de Expertos Centroamericanos de Navegación Aérea, extendiendo la invitación para la participación de Panamá, México y Republica Dominicana; y, b) los Estados Centroamericanos, Panamá, México, República Dominicana y COCESNA: i) envíen expertos calificados en el área de navegación aérea para revisar los términos de referencia, programa de trabajo y organización del Grupo de Expertos de Navegación Aérea; y, ii) presenten la propuesta de reorganización de los trabajos del Grupo de Expertos de Navegación Aérea a la próxima Reunión DGCA/CAP/94.	OACI/Estados Centroamericanos / Panamá/México/ República Dominicana y COCESNA	Este tema esta descrito y considerado con la formación del Grupo de Trabajo NACC/WG detallado en la cuestión 2.1 del orden del dia.	Válida/ DGAC CAP/94	Evaluación y aprobación de la propuesta de la NACC/WG y consolidar las conclusiones al respecto.

ÁREA	CONCLUSIÓN	ACCIÓN PARA	COMENTARIOS Y SEGUIMIENTO	ESTADO/ FECHA META:	ACCIÓN REQUERIDA
CNS	**CONCLUSIÓN 93/03 REGISTRO DE DIRECCIONES DE 24 BITS PARA AERONAVES CON TRANSPONDEDOR MODO S** Que, tomando en cuenta que la utilización de los sistemas mundiales de comunicaciones, navegación y vigilancia se basan en la asignación a las aeronaves de direcciones exclusivas compuestas de 24 bits para aplicaciones tales como el ACAS, ELT, SSR Modo S y el ATN con funcionalidades como VDL, AMSS, y otras, los Estados Centroamericanos: a) apliquen el procedimiento establecido por la OACI para la identificación de las aeronaves (asignación de direcciones de aeronaves de 24 bits conforme lo indicado en el Anexo 10, Volumen III, Parte I, Apéndice al Capítulo 9 [*Plan mundial para la atribución, asignación y aplicación de direcciones de aeronaves*]); b) publiquen lo correspondiente para informar y formalizar este procedimiento de registro para aplicación de los usuarios utilizando como referencia el formato presentado en el Apéndice B de la NE/06; c) implementen mecanismos para que esta información de asignación de direcciones de 24 bits este disponible a los usuarios; y d) presenten el avance de las anteriores acciones a la Oficina NACC de la OACI a **más tardar el 30 de noviembre de 2009**.	Estados Centroamericanos	Este tema esta descrito y considerado en la cuestión 2.1 del orden del día. El alcance de esta conclusión debe ser para toda las Regiones CAR y NAM.	Válida/ 30 Nov 2009	Adopta similar conclusión por parte de la Reunión.
CNS	**CONCLUSIÓN 93/04 USO DEL PLAN DE VUELO ACTUALIZADO (CPL) Y REVISIÓN DE LAS CAPACIDADES DE AUTOMATIZACIÓN DE LOS SISTEMAS** Que, como parte de la implementación de la Automatización ATM, tomando en cuenta la Estrategia regional para la integración de los sistemas automatizados ATM y el Documento de Control de Interfaz (ICD) aprobado por GREPECAS, los Estados Centroamericanos y COCESNA: a) consideren el uso del Plan de vuelo Actualizado (CPL) para el intercambio de datos actualizados de planes de vuelo; b) estudien y revisen las capacidades/funcionalidades instalados en sus Centros de Control correspondientes con vistas a planificar la implementación de los requerimientos de Automatización ATM; c) informen de los resultados de las acciones a) y b) a la Oficina NACC de la OACI **a más tardar el 31 de septiembre del 2009**; y d) realicen las pruebas con el CPL entre Centros de Control adyacentes, donde se identifiquen beneficios de esta	Estados Centroamericanos y COCESNA	Este tema esta descrito y considerado en la cuestión 2.1 del orden del día. El alcance de esta conclusión debe ser para toda las Regiones CAR y NAM.	Válida/ ver fechas en conclusión	Adoptar similar conclusión por parte de la Reunión.

ÁREA	CONCLUSIÓN	ACCIÓN PARA	COMENTARIOS Y SEGUIMIENTO	ESTADO/ FECHA META:	ACCIÓN REQUERIDA
	implementación, informando a la Oficina NACC de la OACI de sus resultados **a más tardar febrero del 2010**.				
AIS	**CONCLUSIÓN 93/05 TRANSICIÓN DE AIS/MAP AL NUEVO CONCEPTO AIM** Que los Estados Centroamericanos y COCESNA: a) den prioridad a las recomendaciones 6, 7 y 8 emitidas por el Congreso Mundial AIM del 2006 (**Apéndice X** –ver Apéndice A de la NE/08); b) revisen la primera versión del "Proyecto Estratégico para la Transición hacia el AIM" como una guía para asegurar la ejecución de las acciones apropiadas para la transición de AIS a AIM (**Apéndice X** – ver Apéndice C de la NE/08); c) se asigne personal calificado para el desarrollo las nuevas tareas y las acciones apropiadas para la transición de AIS a AIM; y d) se considere al proceso de transición AIS – AIM como un objetivo a ser tratado dentro el Proyecto de Cooperación Técnica Regional NAM-CAR.	Estados Centroamericanos y COCESNA	Se espera que los Estados/Territorios apoyen al proceso de transición propuesto por la OACI con la aplicación del Proyecto para el término del **2010.**	Válida	Adoptar similar conclusión por parte de la Reunión.
AGA	**CONCLUSIÓN 93/06 CERTIFICACIÓN DE AERODROMOS / SISTEMAS DE GESTIÓN DE LA SEGURIDAD OPERACIONAL/PLANES DE EMERGENCIA Y CENTROS DE OPERACIÓN DE EMERGENCIA** Que, los Estados Centroamericanos actualicen la información sobre los aeropuertos internacionales contenidos en la Tabla AOP 1 del Plan de Navegación Aérea, Vol. II - FASID de acuerdo a los **Apéndices X,** Implantación de Certificación de Aeródromos; **Apéndice X,** Implementación de los Sistemas de Gestión de la Seguridad Operacional (SMS) en los aeródromos; y **Apéndice X,** Encuesta a los Estados / Territorios sobre Planes de Emergencia y Centros de Operaciones de Emergencia a esta parte del Informe**.** (Apéndices A, B, y C de la NE/09,**) a más tardar el 15 de agosto de 2008)**.	Estados Centroamericanos	A la fecha no se recibió respuesta alguna por parte de los Estados respecto a la actualización de esta información.	Válida	
MET	**CONCLUSION 93/07 SEMINARIO SOBRE EL SERVICIO DE METEOROLOGÍA AERONÁUTICA** Que: a) la Oficina NACC de la OACI, en coordinación con Nicaragua, organice durante el primer trimestre del 2009 un Seminario sobre el Servicio de Meteorología Aeronáutica con duración de una semana; y, b) los Estados Centroamericanos efectúen los arreglos y gestiones necesarios para que representantes meteorólogos de la aviación participen en el Seminario sobre el Servicios de Meteorología Aeronáutica auspiciado por Nicaragua.	OACI/ Estados Centroamericanos	Se espera que los Estados/Territorios anfitriones comuniquen a la OACI antes del **15 de octubre de 2008** las fechas en las que se celebrarán los seminarios.	Válida	

ÁREA	CONCLUSIÓN	ACCIÓN PARA	COMENTARIOS Y SEGUIMIENTO	ESTADO/ FECHA META:	ACCIÓN REQUERIDA
FS	**CONCLUSIÓN 93/08 INFORME DE LA SITUACIÓN SOBRE LAS ACTIVIDADES DE AUDITORÍA DE LA OACI (USOAP)** Que los Estados de Centroamericanos completen las listas de Verificaciones de Cumplimiento para el **30 de noviembre del 2008** y la introduzcan en la página web de auditoría del SOA.	Estados Centroamericanos	Se espera que los estados centro Americanos completen las Listas de Cumplimiento en las pagina web del SOA para esta fecha	Válida	
FS	**CONCLUSIÓN 93/09 RESULTADOS DE LA REUNIÓN DE LA HOJA DE RUTA PARA LA SEGURIDAD OPERACIONAL DE LA AVIACIÓN** Que los Estados Centroamericanos y COCESNA aseguren la participación de especialistas en seguridad operacional a la Primera Reunión del Grupo Regional de la Seguridad Operacional de la Aviación Civil – Panamericano del 10 al 14 de noviembre en la Ciudad de San José, Costa Rica y presten la máxima cooperación de las acciones resultantes.	Estados Centroamericanos y COCESNA	Se espera la participación y la máxima cooperación de los Estados NACC a los proyectos del RASG-PA	Válida	Adoptar similar conclusión por parte de la Reunión.
AVSEC	**CONCLUSIÓN 93/10 DESARROLLOS PARA EL MEJORAMIENTO DE LA SEGURIDAD DE LA AVIACIÓN** Que los Estados Centroamericanos: a) aseguren el respaldo y soporte necesario a sus entidades AVSEC dentro de su administración para la elaboración, aprobación e implementación efectiva de sus Programas Nacionales de Seguridad de la Aviación Civil (AVSEC), y el funcionamiento de sus Comités Nacionales de seguridad de la aviación o entidades similares; b) aseguren la participación del personal AVSEC en las actividades de instrucción auspiciadas por la OACI y otras organizaciones internacionales; c) se aseguren de comunicar a la OACI la información de sus Puntos de Contacto tanto de Facilitación (FAL), como de Seguridad de la aviación (AVSEC) dentro de la administración del Estado; d) implanten las directrices de la OACI respecto de los controles de seguridad para la inspección de líquidos, geles y aerosoles; e) cumplan con la notificación a la OACI en caso de que su Estado haya sido afectado por el intento de un acto o por un acto de interferencia ilícita; f) se aseguren de completar la implementación efectiva de su Plan de acción correctivo respecto a las recomendaciones del informe de auditoría USAP antes de la visita de seguimiento y en caso extremo antes de la auditoría USAP del segundo ciclo, notificando el avance de sus planes de acción a la OACI; g) en virtud del Artículo 38 del Convenio sobre Aviación Civil			Válida	Adoptar similar conclusión por parte de la Reunión.

ÁREA	CONCLUSIÓN	ACCIÓN PARA	COMENTARIOS Y SEGUIMIENTO	ESTADO/ FECHA META:	ACCIÓN REQUERIDA
	Internacional, recuerden su obligación de notificar oficialmente las diferencias a la OACI, en caso de que algunas diferencias detectadas durante la auditoría USAP aún no hubieran sido corregidas; e h) incluyan los temas de Seguridad de la aviación (AVSEC) del Anexo 17 y los temas de Facilitación (FAL) del Anexo 9 al Convenio de Aviación Civil Internacional dentro del Grupo Regional de seguridad operacional de la Aviación Civil - Panamericano y aseguren la participación de sus expertos para el funcionamiento eficaz del citado Grupo.				
HRT	**CONCLUSIÓN 93/11 ESTRATEGIA REGIONAL DE CAPACITACIÓN PARA CENTROAMERICA** Que la OACI, en coordinación con los Estados Centroamericanos y COCESNA elaboren una estrategia regional de capacitación que incluya: a) un plan de trabajo para la formulación de la estrategia regional; b) la participación del personal de la OACI en las áreas involucradas; e se considere invitar a Estados Unidos, México, Panamá, Republica Dominicana, ACI-LAC para que participen en la estrategia regional de capacitación en coordinación con las autoridades de aviación civil de Centroamérica.			Válida	
HRT	**CONCLUSIÓN 92/12 ELABORACION DE MANUAL DE CAPACITACION Y PLANIFICACION DE PROGRAMA DE ENTRENAMIENTO REGIONAL** Que COCESNA conjuntamente con Autoridades de Aviación Civil Centroamericana elabore una propuesta de Manual de capacitación Regional durante el 2009 y se presente un borrador preliminar de dicho Manual a la próxima 94ª Reunión de Directores Generales de Centroamérica.			Válida	
HRT	**CONCLUSIÓN 93/13 PROGRAMA DE FORMACION DE INSTRUCTORES REGIONALES** Que COCESNA y sus Estados Miembros: a) apoyen la iniciativa de formación de Instructores Regionales, que contribuyan a través de su experiencia profesional, a la capacitación del personal técnico aeronáutico y administrativo de las Administraciones de Aeronáutica/Aviación Civil de Centroamérica; b) establezcan acuerdos de cooperación, entre el ICCAE y sus Administraciones, para facilitar la participación de los Instructores en las etapas de formación que sean propuestas y la colaboración para desarrollar el plan de entrenamiento regional que se llevara a cabo durante el primer trimestre del 2009: y			Válida	

ÁREA	CONCLUSIÓN	ACCIÓN PARA	COMENTARIOS Y SEGUIMIENTO	ESTADO/ FECHA META:	ACCIÓN REQUERIDA
	c) que el ICCAE Informe en la próxima Reunión de Directores Generales de Centroamérica, los avances sobre este asunto.				
HRT	**CONCLUSIÓN 93/14 ACREDITACION CONJUNTA DEL ICCAE COMO CENTRO REGIONAL DE INTRUCCION** Que los Estados Miembros de COCESNA: a) consideren la posibilidad de aplicar las regulaciones que sean necesarias en sus Administraciones, para la certificación del ICCAE, como Centro Regional de Instrucción Aeronáutica; b) tomen en cuenta como referencia, la experiencia de lo establecido en la Legislación y regulaciones aplicadas como normativa por la Autoridad de Aviación Civil de El Salvador; y **c)** definan el proceso a seguir para la certificación del ICCAE como Centro Regional de Instrucción.			Válida	

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