



# ICAO

International Civil Aviation Organization  
North American, Central American and Caribbean Office

## DISCUSSION PAPER

C/CAR/DCA/14 — DP/01  
13/05/15

### Fourteenth Directors of Civil Aviation of the Central Caribbean Meeting (C/CAR/DCA/14) Kingston, Jamaica, 11 to 13 May 2015

#### Agenda Items 2, 3 and 4

#### DRAFT CONCLUSIONS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This paper presents the Draft Conclusions discussed during the meeting for the Directors approval.	
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Security &amp; Facilitation</li><li>• Economic Development of Air Transport</li><li>• Environmental Protection</li></ul>

#### Agenda Item 2

#### DRAFT CONCLUSION

C/CAR/DCA/14/1

**IMPLEMENTATION STRATEGY  
TAILORED FOR EACH STATE**

**ESTABLISHMENT**

That, C/CAR States, in close coordination with ICAO NACC Regional Office, work on the implementation of the presented new strategy based on the Effective Implementation (E.I.) status determination that the Regional Office will further coordinate with each State, according to the following:

- a) that the States notify the ICAO NACC Regional Office of their E.I. and Port-of-Spain Declaration targets implementation status by **15 June 2015**;
- b) that the ICAO NACC Regional Office notifies the States, (priorizing States with E.I. under 70%), the USOAP deficiencies status, together with a Porto-of-Spain Declaration targets implementation strategy proposal, by **15 September 2015**;
- c) that Air Navigation Implementation Working Groups (ANI/WG) and Regional Aviation Safety Group–Pan America(RASG-PA) collaborate with the States with E.I. under 70% and with NACC Regional Office on the effective implementation of Port-of-Spain targets accordingly, and present their implementation proposals by **1 December 2015**; and

- d) that States with E.I. under 70% and ICAO NACC Regional Office present to the C/CAR/DCA/15 Meeting a report on the progress reached in the implementation of Port-of-Spain targets.

**Agenda Item 3**

**DRAFT CONCLUSION  
C/CAR/DCA/14/2**

**RASG-PA ENGAGEMENT**

That, in order to foster the participation of the States in RASG-PA teams:

- a) C/CAR States actively collaborate in the different RASG-PA teams through their experts, so as to enrich the data incorporation and analysis, for safety improvement;
- b) stakeholders and especially airlines to continue and broaden data exchange, so as to develop the intelligence to determine trends and be able to go from a reactive to a predictive model in the middle term;
- c) Regional Safety Oversight Organizations (RSOO), such as Central American Intergovernmental Corporation/ Central American Agency for Aviation Safety (COCESNA/ACSA), Caribbean Aviation Security and Safety Oversight System (CASSOS) and Action Programme for Safety (PASO) group strengthen their participation in RASG-PA, so as to reach effective implementation of regional solutions, applying economy of scale concepts that favour States and stakeholders; and
- d) C/CAR States and stakeholders participate in the Sixth Pan American Aviation Safety Summit and Eighth Regional Aviation Safety Group — Pan America Annual Plenary Meeting to be held in Medellin, Colombia, from 23 to 26 June 2015.

**DRAFT CONCLUSION  
C/CAR/DCA/14/3**

**IMPROVEMENTS ON REGIONAL SAFETY SURVEILLANCE  
IN ACCORDANCE WITH ICAO ANNEX 19**

That C/CAR States in coordination with ICAO NACC Regional Office:

- a) to establish the training needs of the staff involved in safety surveillance;
- b) to identify the administration training centres with capability to provide suitable training on safety surveillance in accordance with Annex 19 requirements;

- c) to share training plans and programs with other States in order to increase the regional safety surveillance capability; and
- d) to present to the C/CAR/DCA/15 a report on the progress achieved to improve the safety surveillance capability.

#### **Agenda Item 4**

#### **DRAFT CONCLUSIÓN C/CAR/DCA/14/4**

#### **DEVELOPMENT AND FILLING OF THE CAR/SAM REGIONS e-ANP**

That, in order to streamline the development and filling process of the CAR/SAM Regions e-ANP:

- a) e-ANP PoCs for the C/CAR, coordinate with the ICAO NACC Regional Office the updates and national requirements to be included in the CAR/SAM Regions eANP; and
- b) C/CAR States coordinate with ICAO the approvals or Proposals for Amendments (PfAs) that will be sent by ICAO according to the action plan for the CAR/SAM Regions e-ANP.

#### **DRAFT CONCLUSION C/CAR/DCA/14/5**

#### **ACTIONS TO MITIGATE/RESOLVE THE FILED FLIGHT PLAN (FPL) ISSUES**

That, in order to mitigate/resolve the FPL issues and ensure an active participation, the C/CAR States:

- a) promote the suggested actions by ICAO to minimize errors in the flight plans in accordance with the deadlines requested by the FPL/AD/MON; and
- b) facilitate the designated PoCs participation in the FPL/AD/MON activities.

#### **DRAFT CONCLUSION C/CAR/DCA/14/6**

#### **ASSISTANCE FOR AIR NAVIGATION PERFORMANCE REPORTING/MONITORING**

That, in order to streamline the air navigation performance reporting/monitoring activities, the ANI/WG:

- a) present the operational benefits and performance achievements in the CAR States resulting from the ANI/WG activities;
- b) in coordination with the ICAO NACC Regional Office, develop a way of showing the progress on the different air navigation targets for ease of follow-up;
- c) update their Terms of reference to include the actions a) and b); and

- d) present the results of items a) to c) at the C/CAR/DCA/15 Meeting.

**DRAFT CONCLUSION****C/CAR/DCA/14/7****PBN AIRSPACE REDESIGN PROJECT FOR THE CAR REGION**

That, C/CAR States, in coordination with the ICAO NACC Regional Office, develop a PBN Airspace Redesign Project to be implemented from 2015-2017 in accordance with ICAO provisions, including:

- a) designation of PoC for PBN implementation;
- b) C/CAR States complete a PBN implementation survey included in **Appendix X** to this report by **30 July 2015**;
- c) operational improvements implementation to the RNAV route network in the upper and lower airspace;
- d) Continuous Descent Operations (CDO) and Continuous Climb Operations (CCO) implementation in the SIDs and STARs of the terminal control area (TMA), accordingly;
- e) RNP approach procedures implementation in all instrument flight runways **by 31 December 2016**, in compliance with ICAO Assembly Resolution A37- 11;
- f) notify the ICAO NACC Regional Office **by 30 October 2015** progress accomplished and new identified needs in accordance with above-mentioned items a), b) and c) for the implementation of a harmonized PBN airspace; and
- g) present to the C/CAR/DCA/15 meeting a report of the progress achieved on the PBN Airspace Redesign Project implementation.

**DRAFT CONCLUSION****C/CAR/DCA/14/8****REMOTE PILOTED AIRCRAFT SYSTEM (RPAs) OPERATIONS REGULATORY FRAMEWORK**

That C/CAR States, in coordination with ACSA and CASSOS, establish a regulatory and operational framework in the ATS airspace and international aerodromes under its jurisdiction in order to:

- a) facilitate the implementation of safety risk management tools related to Remote Piloted Aircraft System (RPAs) operation;

- b) utilize the existing mechanisms for the purpose of sharing critical information related to RPAs operations and airspace use restrictions;
- c) facilitate educational means by media and other tools for users regarding RPAs operations;
- d) conduct risk assessment of non-regulated use of RPAs in the vicinity of aerodromes;
- e) support coordination between Civil/Military authorities to ensure the safety of civil aircraft operations as outlined in ICAO Cir 330 — Civil/Military Cooperation in Air Traffic Management; and
- f) request assistance to ICAO NACC Regional Office regarding regulatory framework as outlined in ICAO Cir 328 — Unmanned Aircraft Systems (UAS).