



International Civil Aviation Organization

North American, Central American and Caribbean Office

Sixth Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR DCA/6)

Nassau, Bahamas, 02-04 July 2003

C/CAR DCA/6 - WP/02

21/05/03

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

STATUS OF COMPLIANCE OF THE CONCLUSIONS OF THE PREVIOUS MEETINGS OF DIRECTORS OF CIVIL AVIATION OF THE CENTRAL CARIBBEAN, AS WELL AS THE NACC/DCA MEETING

(Presented by the Secretariat)

SUMMARY

This working paper reviews the status of the Conclusions of the previous meetings of Directors of Civil Aviation of the Central Caribbean, as well as of the NACC/DCA/1 Meeting, in order to determine the relevant actions that have been taken.

References:

- Report of the Fourth Meeting of Directors of Civil Aviation of the Central Caribbean (Grand Cayman, Cayman Islands, 17-20 May 2000)
- Report of the Fifth Meeting of Directors of Civil Aviation of the Central Caribbean (Montego Bay, Jamaica, 21-24 May 2001)
- Report of the First North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/1), Grand Cayman, Caiman Islands, 8-11 October 2002.
- Reports of the Ninth, Tenth and Eleventh meetings of GREPECAS (Rio de Janeiro, Brazil, august 2000, Las Palmas, Canary Islands, Spain, October 2001 and Manaus, December 2002 respectively)
- Summary of Discussions of the C/CAR WG/3 Meeting (Curaçao, Netherlands Antilles, 24-28 March 2003).

1. Introduction

1.1 The status of the effective conclusions of the C/CAR DCA Meetings are included in **Appendix A** to this working paper. The conclusions of the First North American, Central American and Caribbean Directors of Civil Aviation Meeting are shown in **Appendix B** to this paper.

2. **Discussion**

2.1 Bearing in mind that after holding the Meetings C/CAR DCA/4 and C/CAR DCA/5 the Ninth, Tenth and Eleventh GREPECAS Meetings as well as the NACC/DCA/1 Meeting took place, and that the scope of the conclusions of these meetings include the Central Caribbean, it is suggested that the Meeting consider the cases in which GREPECAS and NACC/DCA conclusions imply the replacement of some C/CAR DCA conclusions. Moreover, C/CAR WG/3 Meeting reviewed the status of some conclusions of the C/CAR DCA/5 Meeting, recommending their considerations upon the status of implementation of those conclusions. Therefore, the review presented in Appendix A is based upon these facts, which are suggested for consideration by the Meeting.

3. **Suggested Action**

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

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APPENDIX A

REVIEW OF EFFECTIVE CONCLUSIONS OF THE PREVIOUS MEETINGS OF DIRECTORS OF CIVIL AVIATION OF THE CENTRAL CARIBBEAN

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
CNS	CONCLUSION 4/1: GUIDANCE DOCUMENT ON THE AUTHORIZED USE OF GPS That the Directors of Civil Aviation of the Central Caribbean, publish an appropriate Aeronautical Information Circular (AIC), as has been accomplished by several CAR/SAM States/Territories, specifying the equipment requirements, certification, training, and use of GPS Systems, by no later than 1 September 2000.	States / Territories	---	Superseded by Conc. C/CAR DCA 5/19 and GREPECAS Conc. 10/32, 11/45 and 11/46	Supersede and follow-up to GREPECAS Conc.
ATM	CONCLUSION 4/2: IMPLEMENTATION OF NEW ATS ROUTE SEGMENTS That States involved, Cuba, Dominican Republic, Haiti and the United States, in the possible implementation of the ATS route segments; Miami-Port-au-Prince Puerto Plata-Cap. Haitien-Santiago de Cuba Santiago de Cuba-Port-au-Prince make bilateral and multilateral efforts towards the implementation of those route segments, in coordination with the ICAO Regional Office in Mexico, in order to prepare an Amendment Proposal for the CAR/SAM Air Navigation Plan BASIC.	States / Territories	The C/CAR Working Group is expected to inform its advances	Ongoing	Note and follow up
ATM	CONCLUSION 4/8: CAR REGION CONTINGENCY PLAN That, the States/Territories/International Organizations take advantage of the work accomplished on Y2K Contingency Planning and apply it to the development of a CAR Region Contingency Plan that might be used in any situation affecting the provision of air traffic services and other related services; the membership of the CAR Y2K Contingency Task Force be retained; and the name of the Task Force be changed to CAR Region Contingency Task Force and its Terms of Reference and Work Program be adjusted accordingly.	States / Territories	The ICAO NACC Office has only received the Cuba Contingency Plan	Ongoing	Note and follow up

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	CONCLUSION 4/9: USE OF 10-MINUTE LONGITUDINAL SEPARATION MINIMUM (MACH TECHNIQUE) AND/OR 80 NM RNAV IN THE CENTRAL CARIBBEAN That, a) the Central Caribbean States/Territories that have not yet done so, take the necessary measures to implement 10-minute longitudinal separation minimum applying the Mach Technique and/or 80 NM RNAV for those aircraft possessing this capability; b) implementation of this longitudinal separation minimum be accomplished no later than the first semester of 2001 through bilateral contacts; and c) that this task be incorporated into the Work Programme of the C/CAR Working Group established under Conclusion 4/10.			Superseded by Conclusion C/CAR DCA 5/9	---
CNS	CONCLUSION 4/11: SHARING OF RADAR DATA IN THE CENTRAL CARIBBEAN In order to accomplish the planning and implementation of the sharing of radar data among adjacent Caribbean Air Traffic Control facilities to obtain operational and technical-economical advantages, which will improve the efficiency and quality in ATC services and the safety of air navigation in the Caribbean Region, C/CAR States/Territories agreed to: a) initiate studies and discussions on the advisability, feasibility and possibility of establishing bilateral or multilateral agreements to share radar data; and b) that the guidelines and tasks for the sharing of radar data, shown in Attachment A of this part of the Report be incorporated into the Work Programme of the C/CAR Working Group in order to contribute to the efforts in a).	States / Territories	---	Superseded by Conc. C/CAR DCA 5/26 and by Conc. GREPECAS 10/39 and 11/47.	Follow-up to GREPECAS Conclusion 11/47.
AIS	CONCLUSION 4/13: AIS AUTOMATION SYSTEM PLAN FOR THE CENTRAL CARIBBEAN (AISAS C/CAR) In order to contribute to the urgent need of improving the aeronautical information/data services that should be provided in order to improve the safety and efficiency of air operations in the Region, by using an AIS automated system, States/Territories and International Organizations of the Central Caribbean appreciate and congratulate the Task Force on AIS Automation for the work performed and agreed to:	States/ Territories		Superseded by Conclusion 3/4 of the C/CAR WG/3 Meeting.	Take note and follow-up to Conclusion 3/4 of the C/CAR WG/3 Meeting.

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
	a) adopt, in principle, the C/CAR AIS Automated System Plan (AISAS C/CAR), presented in Attachment A o this part of the Report; b) adopt, in principle, the Guidelines for the AIS Integrated Automated System for the C/CAR presented in Attachment B o this part of the Report; c) consider the offer of Cuba to assist in the development and implementation of the AIS Automated System in the Central Caribbean, whose basic principles are shown in Attachment D to this part of the Report; d) review the Plan, the Guidelines and the offer mentioned in a), b) c) and e) of this Conclusion, and notify their final consideration to the ICAO Regional Office, not later than 90 days after the English version of Attachments B, C, and D is received; e) subject to the considerations expressed in d), pertinent actions should be taken to quickly implement the AIS Automated System, and for that, the Guide on technical resources and required training for the NASC Operation presented in Attachment C to this part of the Report. <i>Note: During the Meeting Cuba, Dominican Republic, Haiti and the Netherlands Antilles expressed their full support for the AIS Automation System, the remaining States/Territories agreed, in principle, conditioned to action on d) above.</i>				
AIS	CONCLUSION 4/14: GENERAL GUIDELINES FOR THE DEVELOPMENT AND IMPLEMENTATION OF A NATIONAL AIS QUALITY ASSURANCE SYSTEM With the view to satisfying the urgent need to incorporate an adequate quality assurance system in the Aeronautical Information Services (AIS) to provide an efficient and reliable service that satisfy users need, the States/Territories of the Central Caribbean agree to: a) study and consider the application of the general guidelines for an AIS Quality Assurance System presented in Attachment E to this part of the Report, to contribute to the preparation of the AIS Quality Assurance National Systems; and b) take the necessary action to train their AIS Specialists in the application of quality assurance standards (ISO 9000), as well as in the AIS Quality Assurance System.	States/ Territories		Superseded by Conclusion 3/4 of the C/CAR WG/3 Meeting.	Take note and follow-up to Conclusion 3/4 of the C/CAR WG/3 Meeting.

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AIS	CONCLUSION 4/16: COMPLETION OF THE IMPLEMENTATION OF THE WGS/84 SYSTEM AND DEVELOPMENT AND PUBLICATION OF AERONAUTICAL CHARTS The Directors of the States/Territories of the Central Caribbean agreed to the following: a) consider the need of establishing bilaterally or collectively, agreements with other States/Organizations to fully accomplish the implementation of the System WGS-84; b) continue with the evaluation and surveys in all the airports of the Region, including the obstacles and navigation aids, so that these are completed as soon as possible, in order to meet the ICAO requirements; c) coordinate bilaterally or multi-laterally with adjacent FIR's States/Territories/Organizations in order to determine the common WGS-84 coordinate points and their consequent publication; d) establish procedures for the WGS-84 data survey management; e) that in order to perform an effective application of WGS-84, development of instrument procedures and publication of aeronautical charts in the AIP is essential; f) identify all training opportunities for personnel in the area of instrument procedures development. Attachment H to this part of the Report details some of these training opportunities; and g) that the C/CAR Working Group supervise the progress of this conclusion and coordinate the action which will contribute to the proposed objectives .	States/ Territories		Superseded by Conclusion 1/16 of the NACC/DCA/1 Meeting.	Take note and follow-up to Conclusion 1/16 of the NACC/DCA/1 Meeting.
OPS	CONCLUSION 4/17: ESTABLISHMENT OF A SAFETY OVERSIGHT ANALYSIS GROUP That, a) a group of Safety Oversight experts be convened to review the Internal Regulations of the Central American Agency on Aeronautical Safety in order to determine their applicability to the Central Caribbean States/Territories; b) the group be composed of members from Bahamas, Cuba, Dominican Republic, Haiti, Jamaica (Rapporteur), Netherlands Antilles, and the United States, and	States / Territories	This matter is dealt with under Agenda Item 4.	On-going	Follow-up.

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	c) a report of the group's findings be circulated to all Central Caribbean States/Territories and the ICAO Regional Office in Mexico City, as soon as available.				
GEN	CONCLUSION 4/19: C/CAR DIRECTORS OF CIVIL AVIATION MEETINGS ROTATIONAL SCHEME That, a) States/Territories of the Central Caribbean adhere to the rotation for the hosting of Directors of Civil Aviation Meetings, and if necessary MEVA Network Meetings, based on Attachment A to this part of the Report, b) those States/Territories not able to comply with their spot in the rotation inform the ICAO Regional Office in Mexico City no later than 6 months before the Meeting, so as to identify a new host State/Territory, and c) the opportunity should be given to other States/Territories or International Organization to host DCA Meetings, if considered appropriate.	States / Territories	The States/Territories have adopted this rotational scheme which has been incorporated to the organization procedures of these meetings.	Completed.	Note.
GEN	CONCLUSION 4/22: MEETING OF THE DIRECTORS OF CIVIL AVIATION OF THE CAR REGION That, the ICAO Regional Office in Mexico City coordinate a Meeting of the Directors of Civil Aviation of all States/Territories of the CAR Region, as well as International Organizations, by 2002, with an Agenda to cover issues of relevance to the entire Region.	ICAO NACC Office	The Meeting was held in October 2002.	Completed.	Note.
AGA	CONCLUSION 5/1 COMPLIANCE WITH ANNEX 14 VOL. I AERODROME DESIGN AND OPERATIONS That C/CAR States/Territories including their Airport Administrations, in relation with their international airports, a) ensure their complete knowledge of the current SARPs in Annex 14 Vol. I, as applicable; b) identify differences to the SARPs in Annex 14 Vol. I, if any, and ensure that these are published in their corresponding AIP and be notified to ICAO for publication; and c) if any differences exist, prepare a programme for the implementation of necessary measures to achieve compliance with the SARPs in Annex 14 Vol. I requirements, and submit this programme to the ICAO NACC Regional Office.	States/ Territories	Continuous commitment	Completed	Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
AGA	CONCLUSION 5/2 IMPLEMENTATION OF THE REQUIREMENTS RESULTING FROM THE CAR/SAM/3 RAN MEETING AND THE REVISED CAR/SAM FASID-ANP IN THE AOP FIELD That the C/CAR States/Territories, including their Airport Administrations, in relation with their international aerodromes, a) ensure complete knowledge of the conclusions and recommendations of the CAR/SAM/3 RAN Meeting and the requirements of the revised CAR/SAM FASID-ANP in the AOP field; b) review the status of compliance, and ensure the continued implementation, of the relevant conclusions, recommendations and requirements mentioned in a); and c) prepare a report on the status of implementation of the relevant conclusions, recommendation and requirements contained in a) above with a view to provide it to the AGA/AOP/SG/1 Meeting to be held in Bahamas from 12 to 15 June 2001.	States/ Territories	Continuous commitment	Completed	Note
AGA	CONCLUSION 5/3 UPDATE OF THE TABLE OF SHORTCOMINGS AND DEFICIENCIES IN THE AGA FIELD OF THE C/CAR REGION That C/CAR States/Territories including their Airport Administrations, in relation with their international airports: a) ensure complete knowledge of the requirements established in the CAR/SAM Regional Air Navigation Plan and in Annex 14 Volume I, as well as in ICAO's uniform methodology for the identification, assessment and reporting of air navigation shortcomings and deficiencies; b) review the existing table of shortcomings and deficiencies in the AGA field and update the information contained therein; c) identify existing shortcomings and deficiencies at international airports which are not included in the table; d) prepare a programme for the correction of shortcomings and deficiencies identified; and e) provide the information established in b), c) and d) to the ICAO NACC Regional Office on a regular basis, as necessary, to update the table used for monitoring the identification, verification and correction of shortcomings and deficiencies in the AGA field.	States/ Territories	Continuous process	Superseded by NACC/DCA/1 Conclusion 1/20	Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
AGA	CONCLUSION 5/4 CERTIFICATION OF AERODROMES That States/Territories of the Central Caribbean: a) review the proposal for amendment of Annex 14 Vol. I applicable as of 1 November 2001, introducing a requirement for the certification of aerodromes and the draft new manual on the certification of aerodromes; b) develop and prepare for the implementation, by the date the amendment becomes applicable, of a regulatory framework and process for the certification of aerodromes, including the establishment and adoption of safety management systems at aerodromes, if not already existent; and c) consider similar regulation and supervision of other operational aspects at aerodromes, including: airport security, facilitation and operational efficiency.	States/ Territories	Implemented in Aruba, Cuba and Jamaica. RASOS has established the ACWG. UK has established the ASSI.	Superseded by GREPECAS/11 Conclusion 11/11	Note
AGA	CONCLUSION 5/5 DEVELOPMENT OF AN INTERNATIONAL CENTRAL CARIBBEAN AIRPORTS INFORMATION DATABASE That: a) C/CAR States/Territories, in relation with their international airports, submit to the ICAO NACC Regional Office, as soon as possible, relevant key airport personnel, traffic and development information on the reporting forms provided, and submit any subsequent updates to the referred information as appropriate; b) the ICAO NACC Regional Office compile the information submitted and distribute this to the States/Territories in the C/CAR Region by the end of June 2001, and at regular intervals thereafter, as necessary; and c) C/CAR States/Territories consider whether the database mentioned in a) above should be expanded to include additional information and present such proposals at future C/CAR Working Group and AGA/AOP Subgroup Meetings, whichever more appropriate.	States/ Territories/ ICAO	Due to the lack of information from States this initiative was deserted	Cancelled	Note
AIS	CONCLUSION 5/6 TOTAL IMPLEMENTATION OF WGS -84 IN THE CENTRAL CARIBBEAN STATES / TERRITORIES That Central Caribbean States / Territories:	States/ Territories	Some States have initiated the concerning coordination to establish common points in the adjacent FIRs. The States that	Superseded by Conclusion 1/16 of the NACC/DCA/1 Meeting and Conclusions 10/55 and 10/56 of the	Take note and follow- up to Conclusion 1/16 of the NACC/DCA/1 Meeting and

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	a) establish Technical Cooperation Agreements to complete the WGS-84 System Implementation and coordinate the common points of the adjacent FIRs determination in the WGS-84 System for later publication; and b) publish their coordinates in their corresponding AIP regarding its effective application by users and to complete the establishment of WGS-84 System.		have faced difficulties or have not been able to coordinate information with adjacent State(s) should inform the ICAO NACC Office in order to mediate coordination and necessary agreements. The urgent publication of the WGS-84 information is required as mentioned in b).	GREPECAS/10 Meeting.	Conclusions 10/55 and 10/56 of the GREPECAS/10 Meeting.
AIS	CONCLUSION 5/7 AIS INTEGRATED AUTOMATION SYSTEM That C/CAR States / Territories: a) implement the AIS Automation Plan (AISAS) for the C/CAR area; b) implement the AIS Quality System Plan, developed from the plan mentioned in a) above; and c) present progress on the status of its implementation to the NACC Regional Office, by 31 August 2001 at the latest.	States / Territories	Cuba continues making important progress in the implementation of the AIS Automation Plans and the AIS/MAP Quality System. Aeronautical Authorities are encouraged to increase efforts to complete the implementation of the mentioned plans. Panama has initiated the development of an AIS Automation process which will be available upon request. The meeting should agree on a new date to submit the requirements mentioned in c).	Superseded by Conclusion 3/4 of the C/CAR/WG/3 Meeting.	Take note and follow- up to Conclusion 3/4 of the C/CAR WG/3 Meeting.

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
AIS	CONCLUSION 5/8 ATTENTION TO AND SOLUTION OF SHORTCOMINGS AND DEFICIENCIES IN CENTRAL CARIBBEAN STATES That C/CAR States / Territories establish the activities and mechanisms intended to solve, as soon as possible, the AIS/MAP Shortcomings and Deficiencies.	States / Territories	The Aeronautical Authorities are encouraged to take actions toward the solution of the AIS/MAP deficiencies in benefit of air navigation safety, keeping the ICAO NACC Regional Office informed on actions developed. States/Territories are encouraged to implement the AIS/MAP Quality System as a means to eliminate AIS/MAP Deficiencies.	Superseded by Conclusion 1/20 of the NACC/DCA/1 Meeting.	Take note and follow-up to Conclusion 1/20 of the NACC/DCA/1 Meeting.
ATM	CONCLUSION 5/9 USE OF MINIMUM LONGITUDINAL SEPARATION OF 10 MINUTES AND/OR 80 NM RNAV IN THE CARIBBEAN REGION That, a) Central Caribbean States that have not yet done so, take the necessary measures to implement, on the AIRAC date 12 July 2001, the minimum longitudinal separation of 10 minutes and/or the 80 NM RNAV*; b) review and update the operational letters of agreement in force between the interested ACCs, bearing in mind the safety levels to be maintained when applying said separation; and c) that this implementation be carried out by means of bilateral contacts and/or by using the good offices of the NACC Regional Office of ICAO. * <i>The Mach number technique will be applied in order to ensure the minimum longitudinal separation. RNAV separation will be applied to those aircraft that are equipped with this capacity.</i>	States / Territories States / Territories States / Territories / ICAO	States/Territories are encouraged to implement the minimum longitudinal separation of 10 minutes and review operational letters of agreement as indicated The C/CAR WG/3 Meeting prepared Draft Conclusion 3/7, in which ICAO has to request from Venezuela to cooperate in the revision, coordination and implementation of Letters of Agreement between the Maiquetia and San Juan ACCs, in	a) completed b) Maiquetia has not replied to the requests of Curaçao and San Juan to update the LOAs with the new separation standard. c) Completed	Note and Follow-up

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
			order to include the use of longitudinal separation of 10 minutes and/or the 80 NM RNAV. The Working Group is expected to follow up this situation on the next Meeting by taking into account the information provided by IATA, the Secretariat and affected States/Territories.		
ATM	CONCLUSION 5/10 ESTABLISHMENT OF ATS INCIDENT INVESTIGATION COMMITTEES/TEAMS AND TRACKING PROCESS IN STATES / TERRITORIES OF THE CENTRAL CARIBBEAN That, States / Territories of the Central Caribbean a) establish ATS Incident Investigation Committees/Teams as soon as possible to deal with the problem of ATS incidents in an effort to investigate the cause, make recommendations to prevent the incidents from recurring and conduct a trend analysis; b) establish an annual ATS incidents tracking process; and c) implement the above no later than 1 September 2001 and advise the ICAO NACC Regional Office when said committee and tracking process are established.	States / Territories	States/Territories are encouraged to implement it. No information has been notified to the ICAO NACC Regional Office The C/CAR WG/3 agreed to replace item c) by: “c) implement the above by 27 November 2003 and inform the ICAO Regional Office when the aforementioned Committee and the tracking process have been established”.	In course	Note and Follow up

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
ATM	CONCLUSION 5/11 HOLDING OF A MULTILATERAL MEETING IN KINGSTON, JAMAICA, TO DEAL WITH AIR NAVIGATION MATTERS IN THE CENTRAL CARIBBEAN That Jamaica invite the States/Territories/International Organizations: Aruba, Cayman Islands, Colombia, Cuba, Dominican Republic, Haiti, Jamaica, Panama, United States (San Juan), Venezuela, COCESNA, IATA, ICAO and IFALPA to hold a multilateral meeting to deal with relevant aspects of air navigation agreed by the C/CAR WG/1 Meeting. <i>Note: The Delegate of Jamaica informed the Meeting that permanent coordination has been established with the States/Territories/Organizations having responsibility for airspaces adjacent to the Kingston FIR, but they are waiting answers in order to set the Meeting dates.</i>	Jamaica	Jamaica is expected to present a report on the advances obtained. The Meeting is expected to establish a deadline.	In Course	Note and Follow up
ATM	CONCLUSION 5/12 UPDATING OF THE LETTERS OF AGREEMENT BETWEEN CENTRAL CARIBBEAN ACCS That the States/Territories of the Central Caribbean that need to do so: a) update as soon as possible the Letters of Agreement between their ACCs and/or with the ACCs of airspaces adjacent to the Central Caribbean; and b) send a copy to the ICAO NACC Office of the Letters of Agreement in force and/or updated to the ICAO NACC Office.	States / Territories	The Chairman of the C/CAR WG is expected to present a report on the advances obtained	In course	Note and Follow up
ATM	CONCLUSION 5/13 IMPLEMENTATION OF ACAS II IN THE CENTRAL CARIBBEAN That the Central Caribbean States / Territories take necessary measures to promulgate national regulations to allow them to adopt the International Standard of ACAS II implementation as indicated by Annex 6, Part I, paragraph 6.18.	States / Territories	The Meeting is expected to report the advances obtained	In course	Note and Follow up

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
ATM	CONCLUSION 5/14 MANDATORY USE OF PRESSURE ALTITUDE TRANSPONDERS That: a) the Central Caribbean States / Territories take necessary measures to promulgate national regulations to allow them to adopt the International Standard to implement the mandatory use of Pressure Altitude Reporting Transponders (SSR Mode C) as indicated in Annex 6, Part I, International Commercial Air Transport – Aircraft, paragraph 6.19; Part II International General Aviation – Aircraft, paragraph 6.13 and Part III, Helicopters, paragraph 4.15; and b) that the ICAO NACC Regional Office prepare a questionnaire and send it to the C/CAR States / Territories in order to obtain information on the status of adoption, publication and implementation of what was mentioned in a) above.	States / Territories	States / Territories are expected to publish their differences in the AIP	In course	Note and Follow up
ATM	CONCLUSION 5/15 CIVIL/MILITARY COORDINATION FOR THE W-1001 AREA That, a) for the purpose of establishing Civil/Military Coordination in accordance with the Recommendations of the Regional Air Navigation Meeting RAN CAR/SAM/3 that would allow more flexible use of the W-1001 airspace (Kingston, Havana and Port-au-Prince FIRs); the affected States should explore solutions such as the following: 1. implementation of a more flexible W-1001 area activation system such as NOTAM, 2. establishment of oral and/or written means of communication to allow civil/military coordination between the United States personnel responsible for W-1001 and some or all of the ACCs affected by this airspace; 3. carry out a joint examination by the States affected by this airspace (Cuba, Haiti, Jamaica and the United States) in order to validate its present use and determine the proper size for its joint use;	United States, Cuba, Haiti and Jamaica	United States changed in 2001 the activation system of W-1001 area to NOTAM and actions were implemented to establish oral means of communication through Miami ACC to allow Civil/Military Coordination. United States informed that it is foreseen to hold in 2003 a study on behalf of military authorities of the United States regarding W-1001. The C/CAR WG/2 Meeting was of the opinion that the part corresponding to the	Completed	Note and follow up

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	b) that the Central Caribbean ATS Routes Task Force, as part of its work, includes the review of all matters related with the establishment of new ATS routes in the W-1001 area, taking into account the RNAV routes trials that are being carried out in this area; and c) the States affected keep the ICAO NACC Regional Office informed of agreements and achievements reached under a) above		joint study of this airspace from the affected States: Cuba, Haiti, Jamaica and the United States was still to be carried out.		
CNS	CONCLUSION 5/16 AMENDMENTS TO AND IMPLEMENTATION OF THE REQUIREMENTS EXPRESSED IN CNS TABLES 1A AND 1B OF THE CAR/SAM ANP- FASID RELATED TO THE STATES / TERRITORIES OF THE CENTRAL CARIBBEAN That, a) the ICAO NACC Office follow up on the proposals to amend Table CNS 1A - <i>AFTN Plan</i>, as well as Table CNS 1C - <i>ATS Direct Speech Circuits Plan</i>, both of FASID ANP CAR/SAM, as shown in Appendixes A and B respectively; and b) States / Territories establish pertinent bilateral or multilateral arrangements so as to properly implement all the AFTN circuits requirements and ATS direct speech circuits required in accordance with the CNS Tables referred to in a) above.	NACC Office States / Territories	a) The NACC Office channelled the amendment through GREPECAS. b) Bilateral agreements are required between Netherlands Antilles and Colombia to implement the ATS speech circuit Curacao ACC/ Barranquilla ACC	a) Completed b) On-going	a) Note b) Follow-up
CNS	CONCLUSION 5/17 REVIEW OF THE VHF AIR-GROUND VOICE COMMUNICATIONS COVERAGE IN THE CENTRAL CARIBBEAN That, States / Territories/International Organizations controlling Central Caribbean airspace provide, a) the ICAO NACC Regional Office information on their respective VHF air-ground voice communications stations according to the form shown in Appendix C that should be completed with a maximum period of 60 days; and b) calculated graphic coverage and/or in flight inspection measures.	States / Territories	The status of this matter is explained in WP/93, para 6.3 (Agenda Item 1)	Superseded by C/CAR WG Conc. 3/10.	Supersede and follow-up to Conc. C/CAR WG 3/10.

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CNS	CONCLUSION 5/18 GUIDANCE ON THE TRANSITION PLAN FROM AFTN TO AMHS IN THE CENTRAL CARIBBEAN That the C/CAR States / Territories: a) review and improve the AMHS requirements included in the CNS 1B part of the FASID table and formulate the relevant proposals for amendments; b) delay the acquisition of any system related to ATN/AMHS while a AFTN-ATN/AMHS transition plan is established consistent with the coordination with the neighboring areas of the CAR/SAM Region and the completion of corresponding SARPS; and c) study the specific C/CAR needs for technical training concerning ATN/AMHS in keeping with the studies carried out by the GREPECAS Human Resources Subgroup.	States / Territories	States / Territories are expected to review the requirements formulated in FASID Table CNS1B and follow-up to the work of the ATN Task Force of the CNS Committee of the ATM/CNS Subgroup of GREPECAS.	Superseded by Conc. GREPECAS 10/20, 10/24 and 11/41	Follow-up to the foregoing GREPECAS Conclusions.
CNS	CONCLUSION 5/19 PUBLICATION/UPDATE OF NATIONAL LEGISLATIONS/ REGULATIONS THAT APPROVE THE USE OF GNSS That States / Territories/International Organizations of the Central Caribbean and neighboring areas: a) publish or update an AIC on their legislations/regulations authorizing the use of GNSS in their corresponding air space for its operations in terminal and en route area as the sole/primary/supplementary navigation means, and also specifying equipment, certification and training requirements; b) update the resulting information of a) above in the Table shown in Appendix D; c) consider the results of the CAR/SAM/3 RAN Meeting, the conclusions and recommendations of GREPECAS and the GNSS SARPs as well as any other guidance material in order to review the implementation plans of the GBAS and SBAS augmentation systems that are related to the Central Caribbean; d) recommend that States / Territories/International Organizations that have already established the operational use of the GNSS, exchange information of the operational experiences in their airspace with the rest of the States / Territories/International Organizations of the Central Caribbean and its adjacent areas; and e) consider the possibility of participating in the ICAO CAR/SAM Project RLA/00/009 – <i>Regional GNSS Augmentation Test</i>.	States / Territories	States/Territories should continue publishing and updating their respective legislations/ regulations.	Superseded by Conc. GREPECAS 10/32.	Supersede and follow-up to GREPECAS Conc. 10/32.

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
CNS	CONCLUSION 5/20 RADAR DATA SHARING IN THE CENTRAL CARIBBEAN That C/CAR States / Territories/International Organizations take actions to: a) start arrangements for bilateral and/or multilateral agreements among the States / Territories/International Organizations of the Central Caribbean and neighbors in order to facilitate the implementation of secondary surveillance radar in a cost-effective manner; and b) consider the experience that may arise from other agreements related to Radar data sharing among States from the NAM, CAR and SAM Regions.	States / Territories	It is expected that the Working Group will continue the study and follow-up of this conclusion. The conclusion is completed by GREPECAS Conclusions 10/33, 11/47 and C/CAR WG/3 para. 5.22.	On-going.	Follow-up
MET	CONCLUSION 5/21 UPDATING OF FASID TABLES MET 2 AND MET 2A That the C/CAR Working Group, a) review, in coordination with the MET people concerned, the corresponding parts of the FASID Tables MET 2 and MET 2A of the FASID CAR/SAM, in order to ensure that they be kept up to date; and b) present to the ICAO NACC Regional Office the proposals duly documented for additions and deletions, making use of the form included in Appendix E to the Report on this Agenda Item.	C/CAR WG/States/Territories/ICAO NACC Office	The C/CAR WG is expected to start review of these Tables to ensure that the exchange is made in accordance with requirements of Table MET 2 and MET 2A. These aforementioned Tables will be amended at the upcoming AERMETSG/6 Meeting in June 2003.	Superseded by C/CAR WG Conclusion 3/12	Follow-up to C/CAR WG Conclusion 3/12
MET	CONCLUSION 5/22 MET SHORTCOMINGS AND DEFICIENCIES IN THE C/CAR REGION That the C/CAR Working Group, a) update, in coordination with MET specialists, the list of shortcomings and deficiencies shown in Appendix F and propose corrective actions; and b) submit the results to the next Meeting of Directors of Civil Aviation of the C/CAR Region.	C/CAR WG and ICAO NACC Office	The C/CAR WG in coordination with NACC Office updated the list of deficiencies.	Superseded by NACC/DCA Conclusion 1/20	Follow-up to NACC/DCA Conclusion 1/20

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
MET	CONCLUSION 5/23 TRAINING FOR MET/ATS/CNS/AIS/SAR PERSONNEL That, a) the Directors of Civil Aviation of the C/CAR organize, in coordination with the MET authorities, a series of training activities for ATS/CNS/AIS/SAR and aeronautical meteorological personnel covering the following issues: 1) operational coordination procedures concerning the provision of aeronautical MET service; 2) respective roles and responsibilities of ATS/CNS/AIS/SAR units and meteorological offices in the provision of aeronautical MET service; and 3) interpretation of aeronautical meteorological products available to ATS/COM/AIS/SAR units and meteorological offices, in order to ensure the safety of aircraft operations.	States / Territories/ ICAO NACC Office	States/Territories are encouraged to make the best efforts and seek CAR/SAM Technical co-operation regional projects assistance. It is required that States/Territories in capacity and consent provide their help. Seek WMO Regional Director and ICAO RO's concerned support to the project with financing and /or contribution in kind. RO/MET Mexico received word from the Aviation Weather Centre in Kansas City, USA, indicating that the proposal to train personnel in the CAR/SAM Regions was presented to the pertinent office seeking funding for fiscal year 2004. ICAO is also coordinating with WMO this need.	In course	Follow-up
MET	CONCLUSION 5/24 IMPLEMENTATION OF THE INTERNATIONAL PROCEDURES TO ISSUE SIGMET, ASHTAM AND/OR NOTAM RELATED TO VOLCANIC ASH That, a) the authorities responsible for the Central Caribbean FIRs make full use of the international procedures shown in Appendix C for the issuance of SIGMET, ASHTAM and/or NOTAM related to volcanic ash;	States / Territories	MWO should review the local procedures for the issuance of SIGMETs and control on a regular basis to ensure correct elaboration of SIGMETs and their dissemination in	A meeting is proposed for the second semester in 2004, to follow-up on the recommendations formulated in the SIP COM/MET regarding this	Follow-up

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
	b) local measures be implemented to minimize the consequences of volcanic ash phenomena for airport operations; and c) contingency procedures on volcanic ash activity be included in the ATS contingency and airports emergency plans.		accordance with the requirements of Table MET 3, Part II	matter.	
MET	CONCLUSION 5/25 OPMET INFORMATION EXCHANGE IN C/CAR STATES That, a) the Directors of Civil Aviation of the C/CAR Region implement, as soon as possible, Conclusion 9/6 formulated by the GREPECAS/9 Meeting on the establishment of coordination committees among AIS/ATM/CNS/MET/SAR units; and b) in support of this proposal, submit to the C/CAR WG for action, the established quality control mechanisms for OPMET exchange messages.	States / Territories	Steps shall be taken to ensure a good coordination among the different civil aviation operational units designed to improve OPMET exchange in accordance with requirements of Tables MET 2 and MET 2A.	In course. A meeting is proposed for the second semester in 2004, to follow-up on the recommendations formulated by the SIP COM/MET regarding this matter. Periodical control on the exchange of the OPMET information was recommended.	Follow-up
GEN	CONCLUSION 5/26 USE OF ELECTRONIC COMMUNICATION MEDIA TO OBTAIN PROMPT APPROVAL AND ACTION That C/CAR States/Territories and the ICAO NACC Office use electronic communication media when so required for obtaining more prompt approval and action on C/CAR/WG results.	States / Territories and ICAO NACC Office.	Note has been taken of this Conclusion and it is being applied. For instance, it was used to approve the conclusions of the C/CAR WG/2 Meeting.	Note has been taken.	Completed.
GEN	CONCLUSION 5/27 TERMS OF REFERENCE, WORK PROGRAMME AND GEOGRAPHICAL SCOPE OF THE CENTRAL CARIBBEAN WORKING GROUP That, a) the Terms of Reference and Work Programme of the Central Caribbean Working Group (C/CAR WG), shown in the Appendix H to this part of the Report, be adopted; and b) the Houston Oceanic FIR be included within the geographical scope of the Central Caribbean Working Group.	States / Territories	The Second and Third C/CAR WG Meetings worked and applied this Conclusion. The C/CAR WG/3 Meeting also proposed to amend the terms of reference and Work Programme.	Superseded by Conclusion C/CAR WG 3/13.	Supersede and follow-up.

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	CONCLUSION 5/28 ROTATION PROGRAMME TO HOST FUTURE CENTRAL CARIBBEAN WORKING GROUP MEETINGS That, a) the meeting host rotation programme included in Appendix I to this part of the report is adopted for the forthcoming C/CAR Working Group Meetings; b) Haiti will host the next C/CAR Working Group Meeting in 2002 and Netherlands Antilles will host the meeting thereafter; c) any other States and International Organizations normally invited to participate in the C/CAR Working Group meetings may at any time offer to host a meeting; and d) should a State or Territory be unable to host a particular Working Group meeting as per the programme, the ICAO NACC Regional Office should be advised at least six months before the convening of the meeting, where upon the next State on the list should take on the responsibility of hosting the meeting, or another State and Territory with which it is previously agreed between the States or Territories to exchange turns.	States / Territories	The rotation programme was adopted. The Second and Third C/CAR WG Meetings were held in accordance with this conclusion.	Completed.	Note.
CNS	CONCLUSION 5/29: SUPPORT TO ICAO'S POSITION AT ITU'S WRC-2003 That the Aeronautical Administration of the States, during their preparatory activities and holding of the ITU's WRC-2003, support ICAO's position regarding issues of critical importance to civil aviation, through the development of the following basic actions: a) obtain the support of the National Administration Authorities that handle radiofrequency spectrum matters, the position of ICAO for the ITU's WRC-2003 and include it in their national positions, in order to properly defend in a coordinated manner the interests of civil aviation; b) participate in the Interamerican Telecommunication Commission (CITEL) with a view to developing proposals for the abovementioned Conference that are satisfactory for civil aviation; and c) include in the delegation of their respective State attending the WRC-2003, specialists in aeronautical communications who can perform in a coordinated manner, who are in agreement with ICAO's position and who will defend the interests of civil aviation.	States	Superseded by Conc. C/CAR WG 2/6, NACC DCA 1/3 and GREPECAS 11/39.	Superseded.	Note.

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
SAR	CONCLUSION 5/30 CENTRAL CARIBBEAN SAR ACTIVITIES That: a) regular meetings of the C/CAR MCI/SAR Task Force be carried out in order to develop a SAR Plan for the C/CAR area which should include the procedures and resources necessary for the provision of effective SAR services, and b) regular communication and joint activities with the E/CAR SAR Task Force be established in order to exchange ideas and possibly develop a Caribbean-wide SAR Plan.	States / Territories	This matter will be dealt with under Agenda Item 3.	On-going.	Follow-up.
MCI	CONCLUSION 5/31 MASS CASUALTY INCIDENT (MCI) RESPONSE PLAN FOR THE CENTRAL CARIBBEAN That the ICAO Regional Office in Mexico City, a) update the information requested in the initial MCI Questionnaire and solicit input from all States/Territories/International Organizations by 30 August 2001, b) convene a Meeting of the C/CAR MCI/SAR Task Force including appropriate organizations by 28 February 2002, in order to develop an MCI Response Mechanism Plan, and c) in consultation with the Rapporteur of the C/CAR MCI/SAR Task Force, hold a preparatory Meeting prior to b) above if determined necessary.	ICAO	Deadlines have been surpassed. This issue will be dealt with under Agenda Item 3 and its status will be determined.	---	Update the conclusion, desert the initiative or follow-up.
GEN	CONCLUSION 5/32 SUPPORT TO REGIONAL ACTIVITIES/ACTION AIMED AT IMPROVING AND DEVELOPING AIR NAVIGATION SYSTEMS/SERVICES IN THE CENTRAL CARIBBEAN AND NEIGHBOURING AREAS The Central Caribbean Directors of Civil Aviation, taking into account the set of regional and national activities/actions being carried out with a view to improving and developing air navigation systems/services in the Central Caribbean and neighbouring areas, agreed to the following actions: a) take note of the information contained in Appendices A, B, C, D, and E to this part of the report; b) support the plans of activities being coordinated by the ICAO NACC Office and consider the participation of the respective State/Territory in these activities; and	States / Territories	This matter was supported by the NACC DCA/1 Meeting.	Superseded by Conc. NACC DCA 1/1, 1/2 and 1/3.	Supersede and follow-up to NACC DCA Conc. 1/1, 1/2 and 1/3.

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
	c) instruct the Central Caribbean Working Group, GREPECAS, and their contributory bodies, as a matter of urgency, to consider actions aimed at improving and implementing air navigation systems, bearing in mind the needs, possibilities and interests of the States/Territories/International Organizations in this sub-region and the adjacent areas.				
GEN	CONCLUSION 5/33: CARIBBEAN REGION DIRECTORS OF CIVIL AVIATION MEETING The Directors of Civil Aviation of States/Territories of the Central Caribbean, appreciative of the offer of Bahamas to host the Meeting of the CAR Region Directors of Civil Aviation, agreed that: a) in principle, the Meeting be held in the Bahamas in the October/November 2002 timeframe; b) the ICAO Regional Office in Mexico City circulate a State Letter to all CAR Region States/Territories and International Organizations requesting proposals for the Meeting agenda; and c) the State Letter in paragraph b) include a petition for States/Territories interested as alternative sites for the CAR/DCA Meeting.	States / Territories	The meeting was held in October 2002.	Completed.	Note.

APPENDIX B

REVIEW OF THE VALID CONCLUSIONS OF THE NACC/DCA/1 MEETING

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
GEN	CONCLUSION 1/1 SUPPORT FOR THE IMPLEMENTATION OF RECOMMENDATIONS / CONCLUSIONS / DECISIONS OF CAR/SAM REGIONAL AND CAR SUBREGIONAL MEETINGS That CAR States/Territories/International Organizations, with a view to developing 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/Decisions of the CAR/SAM Regional and CAR Subregional 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	The C/CAR WG has taken note of this Conclusion, especially the main work guidelines and the possibility of proposing appropriate cooperation agreements.	Ongoing.	Take note and Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
GEN	CONCLUSION 1/2 WORKING MECHANISM FOR THE FOLLOW-UP AND IMPLEMENTATION OF THE ANP AND THE RECOMMENDATIONS/CONCLUSIONS OF THE REGIONAL CAR/SAM MEETINGS That, a) the existing mechanism in the CAR Region, consisting of working groups and civil aviation authorities meetings of the Central Caribbean, Eastern Caribbean and Central America subregions be retained in order to deal b) with particular issues of each one of these subregions, with the periodicity and length deemed necessary; and b) Civil Aviation Authorities meetings of all the CAR Region be held every two or three years.	States / Territories/ ICAO NACC Office	The C/CAR WG could support this task through the search and maintenance of interregional communication. Note has been taken of this Conclusion and it is proceeding in accordance	Ongoing	Take note and follow-up
GEN	CONCLUSION 1/3 ENHANCEMENT OF SUPPORT BY STATES / TERRITORIES / INTERNATIONAL ORGANIZATIONS TO THE WORK CARRIED OUT BY CAR/SAM REGIONAL AND CAR SUBREGIONAL BODIES That the States/Territories/International Organizations, in order to improve the work developed by the regional and subregional CAR bodies, bearing in mind the resource limitations, consider, a) nominating experts to develop tasks assigned to the different groups, granting them sufficient support and resources to carry out the work; and b) optimizing the working methods and coordination using suitable software and electronic communication means.	States / Territories	The C/CAR WG could support this task by seeking the assistance and resources of the concerned Authorities.	Ongoing	Take note and Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
OPS	CONCLUSION 1/4 REGIONAL SAFETY OVERSIGHT COOPERATION That ACSA cooperate with RASOS so that it may benefit from ACSA's achievements as a regional safety oversight agency.	ACSA and RASOS	This subject will be dealt with under Agenda Item 4 of this Meeting	Ongoing	Follow-up
OPS	CONCLUSION 1/5 SAFETY OVERSIGHT IN UNITED KINGDOM OVERSEAS TERRITORIES That the United Kingdom refer to, review and consider regulations adopted in the Caribbean in the selection of regulations to be adopted for the safety oversight in its Overseas Territories.	United Kingdom	Comments are expected from the United Kingdom	Ongoing	Follow-up
OPS	CONCLUSION 1/6 SAFETY OVERSIGHT That States, a) continue to actively support, contribute to and participate in regional safety oversight programmes and activities; and b) prepare for the ICAO USOAP audits of Annexes 11, 13 and 14.	States / Territories	This subject will be dealt with under Agenda Item 4 of this Meeting	Ongoing	Follow-up
GEN	CONCLUSION 1/7 REPRESENTATION OF THE CARIBBEAN ISLAND STATES BEFORE THE ICAO COUNCIL That the Caribbean Island States agree to establishing a rotational scheme to ensure the continuity of the seat of the Caribbean on the ICAO Council, and in order to finalize the details of this rotational scheme, they will meet in Jamaica in January 2003 at a date to be informed by Jamaica.	States	The planned Meeting was held in Jamaica	Ongoing	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS 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	1. Jamaica has prepared its programme; Cuba has a Draft Programme; the ICAO NACC Office has not received information from other States/Territories. The NACC Office will examine the States/Territories programmes in order to provide assistance and comments. 2. Cuba, Jamaica and Cayman Islands sent the corresponding name of the programme coordinators. The ICAO NACC Office will contact these people in order to help States implement their programmes before the deadline. 3. States/Territories are expected to use the Quality Assurance Regional Guidance Material in order to expand their corresponding programmes. 4. Through Conclusion 1/8 the NACC/DCA/1 Meeting established December 2003 as the deadline to implement ATS Quality Assurance Programmes.	Ongoing.	Follow-up
AGA	CONCLUSION 1/9 NAM/CAR/SAM CONFERENCE ON RUNWAY SAFETY/RUNWAY INCURSIONS Administrations of the CAR Region are urged to attend the NAM/CAR/SAM Conference on Runway Safety/Runway Incursions that will be held in Mexico City from 22 to 25 October 2002.	States/Territories	Conference held.	Completed	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
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	Continue the development for the implementation of RNAV and RNP routes.	Ongoing.	Follow-up
ATM	CONCLUSION 1/11 DEVELOPMENT OF A NATIONAL RVSM IMPLEMENTATION PLAN IN THE STATES/TERRITORIES/COCESNA IN THE CAR REGION The CAR States/Territories/COCESNA are urged to prepare, as soon as possible, a national plan for RVSM implementation within the framework of the CAR/SAM regional RVSM implementation programme that would consider the administrative, economic, institutional and technical/operational aspects required for its execution.	States / Territories	Continue the RVSM Implementation Plan according to the CAR/SAM Regions Programmes.	Ongoing.	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
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	Note.	Ongoing.	Follow-up
CNS	CONCLUSION 1/13 OPTIMIZATION OF THE SUPPORT FOR THE ICAO POSITION AT ITU'S WRC-2003 That the Civil Aviation Administrations of the States of the CAR Region, with a view to supporting the ICAO position at ITU's WRC-2003, a) optimize the necessary coordination in order to participate in the delegations of their respective States at that Conference; b) that have not yet done so designate their expert in charge of the coordination for the preparation and participation at the WRC-2003; and c) make every effort so that the experts mentioned in the item above participate at the Regional Coordination Meeting, to be held in Mexico City from 11 to 12 December 2002, as well as at other fora organized to improve the comprehension of the ICAO position.	States	Coordination and support to this Conclusion have been optimized, and it will be finalized when the CMR-2003 Meeting be held (9 June to 4 July 2003).	Ongoing.	Follow-up and finalize

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
CNS	CONCLUSION 1/14 SUPPORT FOR THE CONTINUING DEVELOPMENT AND IMPLEMENTATION OF THE CAR REGION CNS SYSTEMS That the States/Territories/International Organizations of the CAR Region continue supporting the development and implementation of CNS systems in the CAR Region in accordance with the Regional Air Navigation Plan, GREPECAS conclusions, SARPs and ICAO guidelines.	States / Territories	C/CAR States/Territories are supporting this Conclusion	Ongoing.	Note and support.
CNS ATM	CONCLUSION 1/15 SUPPORT FOR THE CONTINUING DEVELOPMENT AND IMPLEMENTATION OF CNS/ATM SYSTEMS IN THE CAR REGION States/Territories/International Organizations of the CAR Region are urged to identify and study the scenarios of this Region to help achieve the implementation of CNS/ATM systems in the CAR Region in order to be able to cope with the increase in air traffic and to increase safety, efficiency and regularity of air navigation, through international agreements and co-operation projects.	States / Territories/ International Organizations	The C/CAR WG began studying and identified the CNS/ATM scenarios. This is presented in WP/03 of this Meeting.	Ongoing	Take Note and follow-up
AIS	CONCLUSION 1/16 AIS DEVELOPMENTS That, Civil Aviation Administrations in the CAR Region commit to taking the available measures to implement AIS/MAP Automation Systems, AIS/MAP Quality Control Systems and WGS-84 Implementation through Bilateral or Multilateral Co-operation Programmes of ICAO Technical Co-operation or of other International Organizations and in this manner, accomplish and follow-up implementation plans of these AIS/MAP matters.	States / Territories	This will be dealt with under Agenda item 3. The Meeting is required to consider with special care the AIS issues that have an impact on air navigation safety.	Ongoing	Take note and follow-up
MET	CONCLUSION 1/17 WAFS IMPLEMENTATION That, a) States/Territories acquire a workstation and depiction software by November 2003;	States/ Territories	At the next AERMETSG/6 to be held in June 2003, the WAFS tasks programme will be updated accordingly. With the assistance of the WMO and the SIDS project, supported by Finland, there is support for	On going	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
	b) States/Territories undertake the corresponding training and, if required, take advantage of the training that will be provided by WMO and United States NOAA; and c) ICAO coordinate with WMO and United States NOAA the schedule of training and inform States/Territories accordingly.		the provision of workstations for most of the Caribbean National Meteorological Services.		
MET	CONCLUSION 1/18 CAR REGION COMMUNICATION / METEOROLOGY SPECIAL IMPLEMENTATION PROJECT That, a) States/Territories ensure that the COM/MET SIP recommendations are implemented, and b) ICAO coordinate an OPMET Implementation Meeting in mid-2003 for the Central and Eastern Caribbean States.	States/ Territories	In order to ensure long-term success of the SIP, there is a proposal by the NACC Regional Office to organize a programmed follow-up of the recommendations during the second semester of 2004 with participation of COM and MET officers from the States/Territories concerned.	Concluded	Follow-up
ATM	CONCLUSION 1/19 AGREEMENT ON ATS CONTINGENCY PLANS AND SUPPORTING SERVICES FOR THE CAR REGION That, States/Territories/International Organizations in the CAR Region (CAR): a) update not later than 27 November 2003 their ATS contingency plans and supporting services for their Flight Information Regions (FIRs), and develop, where possible, bilateral and/or multilateral agreements with States/Territories/International Organizations responsible for neighbouring airspace using the model presented in Appendix C to this Report; b) consider the ATS Contingency Plans for the Flight Information Regions (FIRs) mentioned in a) above as duly coordinated basic elements of the ATS Contingency Planning in the CAR Region;	States / Territories	The ICAO NACC Office has only received the Contingency Plan from Cuba . The Meeting is expected to present a report on the advances obtained regarding ATS Contingency Planning in the CAR Region.	Ongoing.	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
	c) send a copy of their ATS Contingency Plan to the ICAO NACC Regional Office; and d) support, whenever possible, neighbouring States/Territories/International Organizations when ATS Contingency Plans are to be implemented, in case of disruption or potential disruption of air traffic services or related supporting services for international civil aircraft operations.				
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	The C/CAR WG will continue working on this Conclusion. It will be dealt with under Agenda Item 1 of this Meeting..	Ongoing.	Follow-up
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;	States / Territories	-Paragraphs a),b), d), the DCAs will inform to the meeting on the steps given to these respects. -Paragraph c), GREPECAS will be informed in the 12th. Meeting. -Paragraph e), NACC Office distributed the form and a reminder. DCAs will inform to the meeting on the concerning actions taken. - Paragraph f), Action subject to compliance with para. e) -The C/CAR WG could support this effort, identifying the needs of human resources	Ongoing	Take note and follow-up to a), b), c) and d). Regarding e) the DCAs will send the form filled not later than 15 August 2003.

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
	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 “<i>impact of automation on human resources</i>” 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, <i>no later than 31 January 2003</i>; 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.		especially trained in Quality and Databasis in each Air Navigation Area per State/Territory/International Organization that does not have a planning of human resources. The Meeting is required to agree on a new date to submit the request mentioned in e).		
TCO	CONCLUSION 1/22 TRAINING STANDARDIZATION – TRAINAIR METHODOLOGY IN THE CAR REGION That, for the development of human resources, States/Territories/International Organizations in the CAR Region, consider the following actions:	States / Territories	The C/CAR WG could support this effort by analyzing the training needs in the various areas and proposing training programmes, that could be fostering through regional technical cooperation projects.	Ongoing.	Take note and follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
	a) take the necessary measures to standardize civil aviation training, in accordance with ICAO guidelines taking into consideration international co-operation; b) that those training centers who have not yet joined the TRAINAIR Programme, do so; and c) that in the spirit of international co-operation, development of bilateral/multilateral projects to facilitate co-operation and technical assistance for adequately developing human resource planning and training should be considered.				
ATM	CONCLUSION 1/23 ICAO EDUCATIONAL EVENT USING INTERNET TECHNOLOGY That, a) ICAO undertake a pilot project to use virtual multimedia e-based and web-enabled technology for a Regional Office educational event planned to be held in late 2003 or early 2004 on the possible topic of ATS Contingency Planning; and b) States/Territories/International Organizations, following participation in the above mentioned event, provide ICAO feedback to determine whether this is a viable alternative and/or complementary methodology for conducting ICAO Regional Office educational events and should therefore be developed further and adopted for other events in the future.	ICAO, States / Territories	The domain to host the site has been created at www.mexico.icao.int The appropriate software for the development of the application is being selected.	Ongoing.	Follow-up
TCO	CONCLUSION 1/24 INSTRUMENTS FOR THE EFFECTIVE IMPLEMENTATION OF NEW CIVIL AVIATION SYSTEMS That, recognizing the urgent need to take effective measures for the efficient implementation of the new civil aviation systems, States/Territories/International Organizations consider taking the following actions:	States / Territories	-The DCAs. will inform on the steps given in the required actions. -Paragraph d), IACL communicate to ICAO, its interest of joining the Project RLA/98/003. -The C/CAR WG could support this effort through evaluating the needs for new projects.	Ongoing	Take note and follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
	a) dedicate financial resources to provide the necessary support to the implementation of the new civil aviation systems, taking into account that infrastructure and services are high cost items and that it is necessary to plan and develop a national plan; b) analyse the feasibility of developing regional technical cooperation projects, involving several States/Territories/International Organizations; c) consider the convenience of promoting international co-operation and bilateral/multilateral agreements that facilitate mutual assistance among States/Territories/International Organizations; d) undertake major efforts to join and actively participate in the Regional Technical Co-operation projects, currently executed in the CAR/SAM Regions; and e) propose new projects as deemed necessary.				
TCO	CONCLUSION 1/25 FINANCING RESOURCES TO INCREASE THE PARTICIPATION OF STATES / TERRITORIES / INTERNATIONAL ORGANIZATIONS IN REGIONAL COOPERATION PROJECTS ICAO and States/Territories/International Organizations are urged to continue efforts to obtain financing in order to participate in regional projects for the implementation of the new civil aviation systems aimed at increasing airspace capacity, safety, efficiency and regularity of civil aviation.	States / Territories	-ICAO/NACC Office expects to receive letters of intentions from States/Territories/Organizations, pointing out its interest to participate or fostering some identified project. -The C/CAR WG could support this effort.	Ongoing.	Take note and follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
SAR	CONCLUSION 1/26 SEARCH AND RESCUE SERVICES (SAR) IN THE CAR REGION That States/Territories/International Organizations from the Caribbean (CAR) Region: a) take the necessary measures to improve the search and rescue services in the areas under their responsibility; b) provide the required SAR support based on the corresponding SAR Agreements of Central America and the Eastern Caribbean (E/CAR) and make the necessary arrangements to finalize the SAR Agreement for the Central Caribbean no later than 2003; c) re-new the Central America and Eastern Caribbean SAR Committee's activities as well as the activities of the Central Caribbean SAR/MCI Task Force; and d) Haiti and Trinidad and Tobago take the required measures to properly implement the CAR/SAM Air Navigation Plan requirements related to the search and rescue regions (SRR) of Port -au-Prince and Piarco.	States / Territories	---	Ongoing.	Follow-up
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 <i>Aviation Security Plan of Action</i>, including the training and audit processes and necessary follow-up;	States/ Territories	Continuous Process It will be dealt with under Agenda Item 5 of this Meeting.	Completed	Note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/TARGET DATE	REQUIRED ACTION
	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.				
LEG	CONCLUSION 1/29 WAR RISK INSURANCE That ICAO give consideration to: a) extending the deadline of 15 October for responses regarding participation in the global war risk insurance scheme; and b) conducting briefing exercises, i.e. through Workshops/Seminars, in order that States may be fully appraised of the merits of application of the global scheme to their particular circumstances.	ICAO	State Letter LE 4/64-03/36 postponed the deadline to 16 May 2003	Ongoing	States to urgently notify ICAO

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