



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/03

22/05/03

Agenda Item 2: Review of the Summary of Discussions of the Third C/CAR Working Group Meeting

EXECUTIVE SUMMARY OF THE THIRD MEETING OF THE C/CAR WORKING GROUP

(Presented by the Chairman of the C/CAR Working Group and by the Secretariat)

SUMMARY

This working paper presents a summary on the discussions held and the Draft Conclusions formulated by the Third Meeting of the C/CAR/WG

References:

- Report of the 2nd Meeting of C/CAR/WG (Pétion Ville, Haiti, 18-22 February 2002)
- Summary of Discussions of the 3rd Meeting of C/CAR/WG (Curacao, Netherlands Antilles, 24-28 March 2003).

1. Introduction

1.1 The Central Caribbean Working Group held its third meeting in Curacao, Netherlands Antilles, from 24-28 March 2003, with the participation of Members of six States of the CAR Region and of two international organizations. As a result of the C/CAR/WG/3 Meeting, the Group adopted the Summary of Discussions containing the key matters dealt with during its review, as well as the Draft Conclusions presented in this paper for approval and/or consideration by the C/CAR States/Territories Directors of Civil Aviation in **Appendix A**.

2. General matters

Review of the outstanding conclusions/decisions of the Group and of the NACC/DCA/1 Meeting

2.1 The C/CAR WG reviewed the status of the conclusions issued by its first meeting, which were reviewed and adopted by the Fifth Meeting of Directors of Civil Aviation of the Central Caribbean. The results of the review are included in Appendix A to Working Paper 02 of this Meeting. Moreover, the Group reviewed the status of the conclusions issued by its second meeting, which were approved by the Directors of Civil Aviation of the Central Caribbean through correspondence; the status of these conclusions are included in Appendix A to this paper.

2.2 The Group, when reviewing the conclusions issued by the First North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/1), noted Conclusion 1/1 concerning the main guidelines for the development of air navigation systems, and considered that these guidelines constituted a very useful tool for the work in the Central Caribbean area, and thus it recommended to keep them up-to-date as a useful reference. **Appendix B** presents an updated table with the guidelines and the related conclusions.

Air Navigation deficiencies in the Central Caribbean area

2.3 The group reviewed the current version of the ICAO database of the reporting form on air navigation deficiencies in the Central Caribbean area, and agreed on the importance of reviewing and updating the list of deficiencies, as well as of developing an Action Plan for their resolution, and of informing the results to the ICAO NACC Regional Office, as well as considering initiatives on the implementation of multinational agreements and international co-operation projects to contribute to the resolution of the deficiencies. The Group also suggested that the aforementioned Action Plans should be submitted to ICAO NACC Regional Office by 30 April 2003; after the C/CAR/WG/3 Meeting no more Action Plans were received.

2.4 During the C/CAR WG/3 Meeting, information was received from Cayman Islands, Cuba, Jamaica and the Netherlands Antilles in relation to some corrected deficiencies. Moreover, the Group developed an Action Plan for the resolution of AGA deficiencies reported for Hato International Airport on Curaçao. Later, the Secretariat received the Action Plan of Cayman Islands. Appendix C presents a sample of the Action Plan, which is suggested for use. The ICAO Regional Office is updating the deficiencies data base taking into account the information received from the Group concerning the Central Caribbean area.

Scenarios for the study and implementation of CNS/ATM systems in the Central Caribbean and neighbouring airspace

2.5 In accordance with Conclusion 2/15 of the C/CAR Working Group and with Conclusion 1/15 of the NACC/DCA/1 Meeting, the Group started to identify and study the CNS/ATM scenarios in the Central Caribbean area. The Group agreed that the Central Caribbean area should be considered as a sole homogeneous scenario from the CNS/ATM implementation viewpoint. Notwithstanding this, with the aim of facilitating the in-depth study of the improvements of CNS elements, the Group agreed to consider two scenarios within the C/CAR area, named C/CAR-A and C/CAR-B. The Meeting also agreed that the study for the implementation of ATM elements should be done taking into account the entire C/CAR homogeneous area, in view that it would facilitate the analysis for the implementation of RNAV routes and other ATM elements.

3. AGA Developments

3.1 The Group reviewed the status of aerodrome certification implementation. The revised status report on aerodrome certification implementation is included in **Appendix D** to this working paper. The Group will continue following-up the aerodrome certification implementation in the C/CAR States/Territories.

3.2 The Group also reviewed the Draft Preparatory Work Plan for the expansion of the ICAO Universal Safety Oversight Audit Programme (USOAP) to aerodromes.

4. AIS Developments

4.1 The Group considered that the general problems affecting the incomplete implementation of AIS/MAP systems and services in many C/CAR States/Territories refer basically to insufficient assigned resources, lack of support from the Civil Aviation Managerial Units, little internal coordination and others.

WGS-84 implementation and follow-up to the WGS-84 inventory questionnaire

4.2 The Group was of the opinion that the problems affecting full implementation of WGS-84 in many States/Territories are basically the following ones: lack of sufficient funds, airports have not included the surrounding obstacles in the surveys nor have provided the DCAs with the data if a survey

was done, personnel involved with AIS are not sufficiently trained, or informed regarding the implementation of WGS-84, the WGS-84 questionnaire has not been filled out, the required updated information is not relayed in time to AIS units for processing, and as for the published coordinates of some boundary points, existing discrepancies between the adjacent States/Territories/International Organizations sharing the same boundary points are not solved. A status report on WGS-84 implementation was reviewed by the Group. The results of the review are shown in **Appendix E** to this paper.

Implementation of the AIS/MAP Automated Integrated and AIS/MAP Quality Assurance Systems

4.4 The Group noted that most States/Territories/International Organizations have not implemented the AIS/MAP Automated Integrated and QA Systems due to a lack of funds, tools and/or adequate training.

Other AIS/MAP-related matters.

4.5 The Group pointed out that as the new AIP format was not available in electronic version, many C/CAR States/Territories have not implemented the Integrated Aeronautical Information Package or apply different formats. Likewise, the Group was informed on an CAR/SAM AIS Quality Assurance Seminar, to be held in October 2003, subject to a State/Territory offering to host the event.

Actions suggested by the Group concerning AIS/MAP systems/services

4.6 The Group recommended the basic actions to improve and comply with the implementation of AIS/MAP systems/services. Based on these recommendations, and bearing in mind the conclusions already formulated by this and other fora concerning AIS/MAP, the Group recommended Draft Conclusions 3/2; 3/3 y 3/4 (refer to Appendix A).

5. ATM Development

ATS Routes

5.1 The Group examined available information on the status of seven ATS routes proposed by Conclusion 2 of the C/CAR WG/2 Meeting, as well as a new proposal presented by Haiti to realign route A315 between OBN and PJG. The Group deliberated on the advantages and impact of this proposal and agreed to include it to the group of routes under study. The results of the work of the Group on ATS routes are presented in **Appendix F**.

RVSM implementation

5.2 The Group noted GREPECAS Conclusions and the recommendations of the Meeting/Workshop of ATM Authorities and Planners of the CAR/SAM Regions on RVSM implementation in the CAR/NAM/SAM Regions in a single phase from FL290 to FL410, inclusive, on 20 January 2005; on the need of designating points of contact from each C/CAR State/Territory for ATS and OPS/AIR and to supply them to the ICAO NACC Office; of evaluating and modifying ATC automated systems to accommodate RVSM; and of conducting a flight level occupancy analysis by States/Territories for use in developing their national RVSM implementation plans; and of participating in a wide and committed manner in the RLA98/003 meetings/workshops.

5.3 The Group suggested to request C/CAR States/Territories to provide points of contact to expedite coordination of ATM matters. The list of these points of contact is shown in **Appendix G**. The Group formulated Draft Conclusion 3/6.

Civil/Military Coordination

5.4 The Meeting reviewed the performance of civil/military activation and coordination for W-1001 Area since 2001. Affected States (Cuba, United States, Haiti and Jamaica) reported satisfaction

with the current civil/ military coordination system for W-1001 Area. Therefore, C/CAR DCA Conclusion 5/15 would be completed.

Letters of Agreement among the Central Caribbean ACCs and units of the adjacent airspace

5.5 The Group recalled that in accordance with approved Conclusion 2/3, the States/Territories should review and update their Letters of Agreement (LOA) with ACCs and neighbouring ATS units using the format established by the foregoing Conclusion. Moreover, the Group pointed out that RVSM implementation would not require a significant change in the LOA, in view that vertical separation may be addressed within the existing format and will easily accommodate the necessary modifications for RVSM.

5.6 The Group also noted that LOAs between Venezuela and neighbouring CAR States/Territories are significantly out of date. As a result, 10 minute and/or 80 NM RNAV longitudinal separation is not used between aircraft entering the Maiquetia FIR on ATS routes UL795, A516, G342, A300 and UL337, therefore penalizing the users and other ACCs and States. Consequently, the Meeting adopted Draft Conclusion 3/7.

ATS Contingency Plan for the Central Caribbean

5.7 The Group developed a draft template of the ATS National Contingency Plan recommending that States/Territories use it to develop or update their national plans, and provide a copy to the ICAO NACC Office by 27 November 2003. The Group will continue reviewing and enhancing the foregoing template in order to develop the Central Caribbean Contingency Plan.

ATS Quality Assurance Programmes

5.8 The Group reviewed the progress made on developing ATS Quality Assurance Programmes in the Central Caribbean, and recommended to continue establishing those programmes.

ATS incidents investigation.

5.9 The Group noted that States/Territories of the Central Caribbean are developing ATS incident investigation procedures in conjunction with their ATS QA programmes.

Review of SSR Code Assignment System

5.10 Jamaica advised the Group of their difficulties regarding departures en route to the United States and the SSR code series assigned for the Kingston FIR. The Group analyzed the problem and with the cooperation of Cuba, United States and Jamaica proposed to consider to modify the SSR codes series assigned to those three States, raising for consideration and coordination by the ICAO NACC office the proposal that would imply an amendment to the ANP FASID and the SSR NAM code assignment plan. Afterwards, ICAO NACC Office reviewed the proposal and, once it was deemed appropriate, it channeled the proposal for amendment.

5.11 The Group considered that it was necessary to review and modify the CAR/SAM and NAM SSR Code Assignment Plans as they affect other States/Territories in the Regions, and Draft Conclusion 3/8 was formulated.

6. CNS Developments

Support for the ICAO position at the ITU WRC-2003

6.1 The Group insisted on the importance and urgent need for the participation of the States at the level of the aeronautical authorities or at the level of the authorities in charge of the frequency spectrum at the WRC-2003, to support the ICAO position at that Conference. Afterwards, ICAO Regional Office circulated the amendment position, urging States to consider it to defend the aeronautical frequency spectrum.

Review of the FASID CNS Tables

6.2 The Group considered that it was not necessary to review FASID Tables CNS 2A and CNS 2B. With regard to surveillance systems, the Group was informed on the successful implementation of a primary radar and a secondary radar in Curaçao, and on the total implementation of Jamaica's radar control service, based on new radar facilities, would be finalized in December 2003. Cuba informed on its plans to implement a mono-pulse secondary radar. The Group will continue its efforts to update FASID table CNS4A, and formulated Draft Conclusion 3/9.

Improvement of VHF AMS coverage

6.3 Information on VHF AMS stations was received in the ICAO Regional Office from: Aruba, Cayman Islands, Cuba, Dominican Republic, Haiti, Jamaica and Turks and Caicos Islands. Cuba and Jamaica provided graphical information representing their respective air-ground communications coverage. The Meeting also took note on the following facts and plans towards the improvement of VHF AMS coverage: COCESNA studies the implementation of a VHF station on Cisne Island, Honduras or in Grand Cayman with a view to improving the coverage at the Northern portion of the CENAMER FIR; United States and Mexico are working to complete VHF/AMS coverage in the Gulf of Mexico; Netherlands Antilles reported that the communication deficiency which previously existed to the North Western part of Curacao FIR had been resolved by the implementation of high power (200 watts) transmitters equipments and 16 db gain antennas; and Jamaica informed that in order to improve coverage of the North-Western and Eastern sectors of the Kingston FIR, additional VHF Stations had been installed in Jamaica and a remote station in Grand Cayman. The Group formulated Draft Conclusion 3/10 .

Review of the status of AFS communications

6.4 The Group studied the importance to continue the efforts for the transition from AFTN to AMHS in order to improve the exchange of air navigation digital information among facilities, and highlighted the need of proceeding to the transition from the MEVA SCPC DAMA network to a MEVA II TDMA/Frame Relay digital platform to facilitate the implementation of AMHS and other aeronautical circuits; of reiterating the recommendation to Netherlands Antilles and Venezuela of studying the possibility of improving the AFTN circuit between Curacao and Caracas in a bilateral manner, as well as of proposing its inclusion in the FASID; of recommending Netherlands Antilles and Colombia to take the measures to solve this deficiency of the ATS speech circuit Barranquilla ACC-Curacao ACC; and of continuing the efforts of States/Territories towards achieving networks interconnections.

Implementation of ATN ground portion

6.5 The Group was informed on the First meeting of the GREPECAS CNS Committee ATN Task Force, held in Miami from 22-24 April 2003 in order to review the CAR/SAM ATN Transition Plan. The Group formulated Draft Conclusion 3/11 shown in Appendix A. Based on this, ICAO Regional Office sent a letter to States/Territories inviting them to participate in that meeting.

GNSS implementation

6.6 The Meeting reiterated the recommendation that States/Territories should continue publishing and updating their respective legislations/regulations authorizing the use of GNSS at their respective terminal area and en-route airspace.

Follow-up to the GNSS-SBAS Augmentation Systems trials

6.7 The Group considered that it is important that States/Territories keep abreast of the status and results of the SBAS/WAAS augmentation systems trials being held in the CAR/SAM Regions under the RLA/00/009 Project; the SBAS/EGNOS trials, which are initiating in the CAR/SAM Regions under the RLA/03/902 Project as well as of the global and regional development of GNSS implementation.

Follow-up to the C/CAR Radar Surveillance Plan

6.8 The Group reiterated the need of updating Table CNS4A-*Surveillance Systems*, to take into account new radar facilities and to plan radar data exchange, which demands radar coverage diagrams in order to identify the areas with lack of radar coverage and to determine the feasible radar data exchange areas. The Members of Cuba and Jamaica submitted to the Meeting the coverage diagrams of their respective radars.

Implementation of radar data exchange

6.9 The C/CAR Working Group insisted on the need of continuing its work on the planning and implementation of radar data exchange among ATM units.

7. MET developments

Actions to solve the problems affecting OPMET information exchange and assistance for the development and diffusion of SIGMET messages.

7.1 The Meeting noted that the COM/MET Special Implementation Project (COM/MET SIP) second phase, carried out from 23 September to 29 October 2002, for a group of States/Territories of the Central and Eastern Caribbean, recommended to those States/Territories that they should develop an Action Plan to implement the Recommendations of the SIP, and solve the problems affecting OPMET information exchange. Those States/Territories not included in the COM/MET SIP should also develop their action plans.

Updating of FASID Tables MET 2 and 2A

7.2 The Group ratified the need for updating tables FASID MET2 and MET2A so that they include the new requirements for OPMET data dissemination, but it considered that, due to the lack of participation of MET experts in the work of the Group, and to the fact that in most of the States/Territories Aeronautical Meteorology was not subordinated to the civil aviation authorities, it was difficult for the Group to carry out the task, and therefore it was suggested to replace the Group's Conclusion 1/29 by the new Draft Conclusion 3/12 (refer to Appendix A).

Training needs for MET personnel

7.3 The Meeting was of the opinion that the C/CAR States/Territories of the Central Caribbean should keep informed on the follow-up to GREPECAS Conclusion 10/39.

Transition plan for final phase of WAFS in the CAR/SAM Regions

7.4 The Meeting received updated information that would amend the schedule of the Transition Plan for the final phase of WAFS in the CAR/SAM Regions, subject to consideration by the GREPECAS AERMET Subgroup.

8. Review of the Terms of Reference and Work Programme of the Central Caribbean Working Group
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8.1 The Meeting reviewed and made some amendments to the Terms of Reference and Work Programme of the C/CAR WG in order to emphasize the focus of the work towards implementation tasks to improve and develop air navigation systems and services. The aforementioned amendments are included updating and additional tasks as shown in **Appendix H**. The Group recommended Draft Conclusion 3/13.

8.2 Likewise, the Group expressed concerns due to the fact that during the meetings held to date, there has been no participation of MET nor SAR experts of the States/Territories/International Organizations, which has prevented dealing with MET and SAR matters. The Meeting did however

recognize that part of the regional work has been undertaken in the MET and SAR fields in other fora; it finally recommended Draft Conclusion 3/14:

9. Other Business

Venue of the Fourth Central Caribbean Working Group Meeting and Election of the Group's Chairperson for the following period

9.1 In line with the rotational meeting programme, the Group noted that Dominican Republic was scheduled to host the C/CAR WG/4 Meeting in mid February-March 2004. In accordance with the C/CAR/WG Terms of Reference, the Group elected its Chairperson during its third meeting for the following three-year term, re-electing Mr. Jacques Boursiquot, Haiti, as current Chairperson, taking into account his excellent performance.

10. Suggested Action by the Meeting
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10.1 The C/CAR DCA/6 is invited to:

- a) note the information contained in this paper;
- b) agree actions in order to complete the development of Action Plans in order to solve deficiencies, taking into account paragraphs 2.3 and 2.4, including Appendix C of this paper;
- c) complete the designation of points of contact for ATM coordination based on Appendix G to this paper;
- d) consider and agree actions to solve the problem of dealing with MET and SAR tasks at the C/CAR Working Group, taking into account paragraphs 7.3 and 8.2 of this paper;
- e) review and approve the Terms of Reference and Work Programme of the C/CAR WG shown in Appendix H;
- f) review and adopt the conclusions of the C/CAR Working Group shown in Appendix A to this paper; and
- g) agree upon other actions as required.

REVIEW OF THE CONCLUSIONS OF THE SECOND AND THIRD MEETINGS OF THE C/CAR WORKING GROUP

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
ATM	CONCLUSION 2/1 REVIEW AND COMMENT ON THE PROPOSED ATS ROUTE SEGMENTS That the C/CAR States / Territories and International Organizations: a) review the above route segments within their respective governments and with adjacent ATS providers; b) comments will be forwarded to the ATS Routes Task Force Rapporteur no later than 28 May 2002; c) the Rapporteur will consolidate the comments and distribute them back to the States and other interested parties; d) a final recommendation will be presented by the Rapporteur of the ATS Routes Task Force, to the First Caribbean Directors of Civil Aviation Meeting in October 2002.	States/Territories and C/CAR WG	Considered by C/CAR WG/3 para. 4.4. to 4.10 It will be dealt with under Agenda Item 2 of this Meeting	Suggest to be superseded	Supersede and follow-up
ATM	CONCLUSION 2/2 HARMONIZATION OF RVSM IMPLEMENTATION PLANS OF THE UNITED STATES AND GREPECAS The United States and the GREPECAS RVSM Task Force are encouraged to accelerate the harmonization of their corresponding RVSM implementation plans in order to have a seamless ATM airspace between the CAR Region and the domestic airspace of the United States.	United States, GREPECAS RVSM Task Force	Implementation date (20 January 2005) and flight level (FL290-FL410, inclusive) have been harmonized among the CAR/NAM/SAM regional plans	Superseded by GREPECAS Conclusions 11/23 and 11/24 and AP/ATM Conclusion 4/20	Follow-up GREPECAS Conclusions
ATM	CONCLUSION 2/3 STANDARDIZED FORMAT FOR LETTERS OF AGREEMENT That C/CAR States / Territories review and update their interfacility ATS Letters of Agreement using the standardized format, shown in Appendix C to this part of the Report, as applicable.	States / Territories	States/Territories should update their Letters of Agreement using the new format and taking into account recommendations of the C/CAR WG/3, para. 4.15 and 4.16	Ongoing	Follow-up

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
ATM	CONCLUSION 2/4 ATS CONTINGENCY PLANS FOR THE CENTRAL CARIBBEAN That States / Territories/International Organizations of the Central Caribbean: a) update as soon as possible the ATS Contingency Plans for the Flight Information Regions (FIRs) of the Central Caribbean, to the extent possible make bilateral and/or multilateral agreements with those States / Territories/International Organizations who are responsible for neighboring airspaces by using the model shown in Appendix D of this Report; b) present those FIR ATS Contingency Plans to the Informal ATS Contingency NAM/CAR Meeting, which is to be held in the ICAO NACC Regional Office in September 2002; c) convert the ATS Contingency Plans for the FIRs of the Central Caribbean into the basic elements of a Draft Agreement on ATS Contingency for the CAR Region which would be prepared by the Informal Meeting mentioned in b) to be submitted to the First Meeting of the Caribbean Region Directors of Civil Aviation (October 2002); and d) that the Quick Reference Table that will include the FIRs, and the people who should be contacted in case of a contingency as well as a checklist of actions to be taken in each case be drafted. <i>Note: In case that there is more than one territory within a FIR, the ATS Contingency Plan of the FIR should contemplate the National Contingency Plans of such Territories.</i>	States / Territories	1. States/Territories are required to update their ATS contingency planning 2. NACC/DCA/1 adopted Conclusion 1/19 and set up 27/11/03 for States/Territories to prepare and submit their contingency plans to the ICAO NACC Office. 3. The C/CAR WG/3 Meeting prepared a Contingency Plan template, recommending its use, para. 4.18. 4. The ICAO NACC Office has received and is reviewing Cuba's Plan. The Office is waiting for other States/Territories' Plans.	Superseded by NACC/DCA Conclusion 1/19	Follow-up NACC/DCA Conclusion 1/19

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
ATM	CONCLUSION 2/5 ATS QUALITY ASSURANCE PROGRAMMES That the Central Caribbean States / Territories, a) adopt the CAR/SAM Regional Guidance Material on ATS Quality Assurance Programmes, approved by GREPECAS/10, for the implementation of ATS Quality Assurance Programmes in their corresponding Administrations; and b) send ATM experts to the Spanish language ATS Quality Assurance Workshop, to be held in El Salvador in June 2002.	States / Territories	1. States/Territories are expected to use the Quality Assurance Material in order to expand their own programmes. 2. NACC/DCA/1 in its Conclusion 1/8 set up December 2003 as the deadline to implement the ATS Quality Assurance programmes.	Superseded by NACC/DCA Conclusion 1/8	Follow-up NACC/DCA Conclusion 1/8
CNS	CONCLUSION 2/6 ADDITIONAL COORDINATION TO SUPPORT ICAO's POSITION AT ITU's WRC- 2003 That States, a) nominate an expert in aeronautical telecommunications as soon as possible in order to coordinate actions before and during the WRC-2003 directly with ICAO CNS specialists and with the national spectrum administration entity, and in order to participate in the mentioned conference to accomplish efficient coordination for the adequate defense of ICAO's position; and b) send communications to the ICAO Regional Office and to the national spectrum administration entity informing the name and communication facilities of the expert mentioned in a).	States	Nominations have been received from very few States; it is required to continue the follow-up.	Superseded by NACC/DCA Conclusion 1/13 and GREPECAS Conclusion 11/39	Finalized

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
CNS	CONCLUSION 2/7 REVIEW AND UPDATE THE STATUS OF IMPLEMENTATION OF THE REQUIREMENTS CONTAINED IN THE FASID CNS TABLES: CNS2A,CNS 3 AND CNS4A That through the ICAO Regional Office, C/CAR States / Territories review and update the implementation status of the requirements contained in the FASID Tables CNS: CNS2A, CNS 3 and CNS4A del FASID, and to inform the results to the Regional Office before 1 June 2002.	States / Territories and ICAO NACC Regional Office	The C/CAR/WG/3 Meeting studied this matter and was of the opinion that for the moment only Table CNS 4A should be updated	Superseded by C/CAR WG Conclusion 3/9	Follow-up C/CAR WG Conclusion 3/9
CNS	CONCLUSION 2/8 REVIEW AND UPDATE THE STATUS OF IMPLEMENTATION OF CNS DEFICIENCIES That through the ICAO Regional Office, the C/CAR States / Territories who have deficiencies listed in the CNS table, review and update the status of implementation/solution of the CNS Deficiencies and inform the Regional office before 1 June 2002.	States / Territories and ICAO NACC Regional Office	Some States / Territories have sent answers on this issue	Superseded by NACC/DCA Conclusion 1/20 and GREPECAS Conclusion 11/55	Follow-up NACC/DCA Conclusion 1/20 and GREPECAS Conclusion 11/55
CNS	CONCLUSION 2/9 RE-SEND TO STATES / TERRITORIES THE INFORMATION FORM ON VHF/AMS STATIONS Through the ICAO Regional Office it was agreed to: a) re-send to C/CAR States / Territories the information form of VHF/AMS Stations on the Area Control and Approach Services in order to receive responses prior to 1 June 2002; b) emphasize the need, objective and importance of receiving the information requested in a) above; and	States / Territories and ICAO NACC Regional Office	Aruba, Cayman Islands, Cuba, Dominican Republic, Haiti and Jamaica sent answers on this issue	Superseded by GREPECAS Conclusion 10/29 and C/CAR WG Conclusion 3/10	Follow-up GREPECAS Conclusion 10/29 and C/CAR WG Conclusion 3/10

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
	c) emphasize to airspace users that it is important to notify the deficiencies detected in the VHF/AMS/communications coverage to States / Territories who provide the service and to the ICAO Regional Office.				
CNS	CONCLUSION 2/11 CONTINUANCE OF ATN DEVELOPMENTS IN THE CENTRAL CARIBBEAN That, a) the MEVA Technical Management Group (TMG) reviews the ATN implementation plan in the Central Caribbean, integrating and mentioning the required ATN elements of the plan, in accordance with the ATN CAR/SAM regional plan that is currently under review by efforts of the GREPECAS, as well as to harmonize it with the Plans of adjacent States / Territories/International Organizations; b) the C/CAR Working Group and the States / Territories/International Organizations continue monitoring the ATN Works that resulted from the actions described in a); and c) States / Territories/International Organizations are urged to send their specialists to the Seminars/Workshops and other ATN training related events that are held in the CAR/SAM Regions, in order to keep them updated with SARPs and guidance for the development and implementation of ATN.	States / Territories	The initial plan is being reviewed as part of the GREPECAS CNS Committee work through its ATN Task Force	Superseded by GREPECAS Conclusions 10/22, 10/23, 10/24 as well as C/CAR WG Conclusion 3/11	Follow-up GREPECAS and C/CAR WG Conclusions
CNS	CONCLUSION 2/12 FOLLOW UP TO GNSS IMPLEMENTATION IN THE CENTRAL CARIBBEAN That C/CAR States / Territories, a) make sure that the AIS specialists who are handling the WGS-84 implementation as well as the Navigation Specialists maintain a close coordination in the work related to the WGS-84 Implementation;	States / Territories	States/Territories should update and publish their GNSS legislations/regulations and follow-up SBAS trials being carried out in the CAR/SAM Regions	Superseded by GREPECAS Conclusions 10/32, 11/45 and 11/46	Follow-up GREPECAS Conclusions

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
	b) follow up the test results of the GNSS augmentation trials that are being carried out in the CAR/SAM Regions, under RLA/00/009 Project; especially the results concerning the Central Caribbean, as well as to consider the GNSS SARPS and the development of the GNSS implementation plan that the GREPECAS ATM/CNS Subgroup is developing; and c) send their specialists to the Seminars/Workshops and other GNSS training related events that are held in the CAR/SAM Regions.				
CNS	CONCLUSION 2/14 INFORMATION AND GUIDANCE FOR THE INITIAL PHASE OF RADAR DATA SHARING IN THE CENTRAL CARIBBEAN That for the initial phase of radar data sharing, C/CAR and neighboring States / Territories/International Organizations, a) provide information on their corresponding PSR and SSR through the ICAO Regional Office according to the form included in Appendix A to this part of the Report; b) take into account the preliminary guidelines, already approved by Conclusion 10/33 of the GREPECAS for the radar data sharing implementation; c) consider on a short term basis including in their bilateral or multilateral agreements the use of a feasible protocol for radar data exchange based on the current facilities of their own systems, therefore avoiding unnecessary costs; and d) plan on a medium term the use of the common protocol that will be recommended by the GREPECAS.	States / Territories and ICAO NACC Regional Office	The C/CAR WG/3 Meeting studied this subject and will continue its development	Superseded by GREPECAS Conclusion 11/47	Follow-up GREPECAS Conclusion 11/47 and the C/CAR WG work

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
ATM And CNS	CONCLUSION 2/15 PREPARATION OF A CENTRAL CARIBBEAN CNS/ATM SUBREGIONAL PLAN That C/CAR States/Territories through the C/CAR/WG develop a Central Caribbean CNS/ATM Subregional Plan taking into account their corresponding national Plans, the neighboring States/Territories/International Organizations and the CAR/SAM Regional CNS/ATM Implementation Plan	States/Territories and C/CAR WG	The C/CAR/WG/3 Meeting started the study of this item. Para 1.9 to 11 of its Report refers	Ongoing	Follow-up
AIS	CONCLUSION 2/16 AIS AUTOMATED INTEGRATED SYSTEM That C/CAR States, a) implement the AIS Automation Plan (AISAS) for the C/CAR area; b) implement the AIS Quality Assurance Plan developed from the Plan mentioned in a); and c) present a status of implementation to the ICAO NACC Regional Office no later than 30 September 2002.	States / Territories	Efforts should continue to implement the AIS/MAP Integrated Automation System and the AIS/MAP Quality Assurance System	Superseded by GREPECAS Conclusions 10/18, 10/54 and 10/58 and C/CAR WG Conclusion 3/4	Take note and follow-up GREPECAS Conclusions 10/54 and 10/58 and consider C/CAR WG Conclusion 3/4
AIS	CONCLUSION 2/17 ADOPT THE INVENTORY QUESTIONNAIRE FOR THE WGS-84 IMPLEMENTATION STATUS That States / Territories: a) fill and complete the Inventory Questionnaire for the WGS-84 Implementation Status, shown in Appendix A to this part of the Report; b) maintain up-to-date the historical data by Aeronautical Authority through basic reporting structure for: Geodetic survey, En-route survey and Aerodrome/heliport survey; c) present the Inventory Questionnaire fully filled out to the NACC Regional Office, by 31st. May 2002 at the latest.	States / Territories	Dominican Republic is the only State who has sent this information. The Meeting is required to agree on a new date to submit the request mentioned in c). This will be dealt with under Agenda Item 3. GREPECAS also adopted Conclusions 10/49, 10/55, 10/56 and 11/63. Likewise NACC/DCA adopted Conclusion 1/16	Superseded by C/CAR/WG Conclusion 3/2	Take note and follow-up C/CAR WG Conclusion 3/2 as well as GREPECAS and NACC/DCA Conclusions

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
AGA	CONCLUSION 2/19 REVIEW AND UPDATE OF THE AGA DEFICIENCIES IMPLEMENTATION STATUS That C/CAR States / Territories send through the ICAO Regional Office the review and update of the implementation status of AGA deficiencies, informing the results no later than 1 June 2002.	States / Territories	This task is being carried out as part of the review of all air navigation deficiencies	Superseded by NACC/DCA Conclusion 1/20 and GREPECAS Conclusion 11/55	Follow-up NACC/DCA Conclusion 1/20 and GREPECAS Conclusion 11/55
GEN	CONCLUSION 2/20 TERMS OF REFERENCE AND WORK PROGRAMME OF THE CENTRAL CARIBBEAN WORKING GROUP (C/CAR WG) That the changes made to the Work Programme of the Central Caribbean Working Group (C/CAR WG), shown in Appendix A to this part of the Report, be approved.	States / Territories	The C/CAR WG/3 Meeting review the Terms of Reference and Work Programme of Working Group. These are presented to the Meeting under Agenda Item 2	Suggest to be superseded by C/CAR WG Conclusion 3/13	Supersede
AIS	DRAFT CONCLUSION 3/1 ICAO REGIONAL AIS/MAP TRAINING That, ICAO considers increasing the number of ICAO regional educational events conducted in the AIS/MAP field in the CAR Region.	ICAO NACC Office	This request will be satisfied in accordance with available resources	Ongoing	Approve and follow-up
AIS	DRAFT CONCLUSION 3/2 SURVEY INVENTORY QUESTIONNAIRE ON THE STATUS OF IMPLEMENTATION OF THE WGS-84 That the Central Caribbean States/Territories are urged to complete the Survey Inventory Questionnaire on the status of the WGS-84 implementation and to submit it to the ICAO NACC Regional Office by 30 June 2003.	States/Territories	It is expected that the Meeting review if the date 30 June 2003 could be accomplished or if it is necessary to agree to another date. It is suggested that the title be modified by adding at the beginning "ANSWERS TO..."	Ongoing	Approve and follow-up

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
AIS	DRAFT CONCLUSION 3/3 ICAO AIP MODEL IN ELECTRONIC FORMAT That, ICAO be urged to consider the possibility of sending an electronic version (word processing or spreadsheet software) of the AIP Model (Appendix of Doc 8126) to States/ Territories by April 30th 2003, with a view to using it as a basis for the development of their respective AIP in new format.	ICAO NACC Office	The ICAO NACC Office sent the new AIP electronic file to Netherlands Antilles, Haiti and Bahamas whose new AIP has not been concluded	Finalized	Take note
AIS	DRAFT CONCLUSION 3/4 FULL IMPLEMENTATION OF AIS/MAP SERVICES PRIOR TO ICAO USOAP ATS & AGA AUDITS That, given the direct impact of complete, accurate and timely availability of AIS/MAP information in the required format, including WGS-84 coordinates, on the safety of aircraft operations, States/Territories shall complete full implementation of AIS/MAP Quality Assurance and Automation systems, including the Integrated Aeronautical Information Package, in preparation for the ICAO USOAP ATS and Aerodromes audits that are scheduled to commence in February 2004.	States/Territories	Implementation of this Conclusion and those related of GREPECAS is required	Ongoing	Approve and follow-up

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
ATM	DRAFT CONCLUSION 3/6 RVSM POINTS OF CONTACT In support of GREPECAS Conclusions 11/26 and 11/27, that States/Territories of the Central Caribbean that have not yet done so, provide the points of contact for the ATS Service Provider and for the State Aircraft and Operator Approval Authority to the Rapporteur of the RVSM Task Force of the ATM Committee of the ATM/CNS Subgroup of GREPECAS through the ICAO NACC Office by 15 May 2003.	States/Territories	The ICAO NACC Office has not received missing nominations	Ongoing	Approve the conclusion and nominate focal points
ATM	DRAFT CONCLUSION 3/7 REVIEW OF ATS LETTERS OF AGREEMENT BETWEEN STATES/TERRITORIES AND VENEZUELA That ICAO, on behalf of the CAR States/Territories, urge Venezuela to cooperate in the review, coordination and implementation of ATS Letters of Agreement between Maiquetia ACC and Curacao ACC and San Juan ACC to include use of 10-minute/80 NM separations.	ICAO NACC Office, Netherlands Antilles, United States	The ICAO NACC Office requested the SAM Office to forward this request to Venezuela. No answer has been received.	Ongoing	Approve and follow-up
ATM	DRAFT CONCLUSION 3/8 REVIEW OF THE CAR/SAM AND NAM REGIONS SSR CODE ASSIGNMENT SYSTEM The ICAO NACC and SAM Offices are urged to invite the States/Territories/International Organizations of the CAR/SAM Regions, to evaluate and consider the possibility of proposing an integral coordinated amendment to the SSR code assignment systems, with a view to resolving the problems and differences presented in the SSR code assignment systems used at the Houston Oceanic, Miami Oceanic and San Juan Oceanic airspace with the SSR Code Assignment System established in the CAR/SAM ANP FASID for the rest of the FIRs of the CAR/SAM Regions.	ICAO NACC and SAM Offices	ICAO NACC Office has taken note of this request and will coordinate this work at the proper time. The NACC Office prepared an amendment on SSR Codes assignment in the Havana, Kingston and Miami FIRs .	Ongoing	Approve and follow-up

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
CNS	DRAFT CONCLUSION 3/9 FASID CNS 4A TABLE UPDATE That, in order to update the FASID CNS 4A table, States/Territories/International Organizations should send information related to the update of their primary and secondary radar facilities to the ICAO Regional Office no later than November 28, 2003.	States/Territories/International Organizations	It is expected that this Conclusion be completed before 28 November 2003	Ongoing	Approve and follow-up
CNS	DRAFT CONCLUSION 3/10 COMPLEMENTARY ACTIONS FOR THE IMPROVEMENT OF VHF/AMS COVERAGE IN THE CENTRAL CARIBBEAN That, in order to comply with GREPECAS Conclusion 10/29, States/Territories/International Organizations should send information related to their VHF/AMS Stations, and also graphical information regarding their VHF air-ground communications coverage to the ICAO NACC Office no later than May 15, 2003.	States/Territories/International Organizations	Information has not been completely received in the ICAO NACC Regional Office	Ongoing	Approve the Conclusion modifying the deadline and carry out action and follow-up
CNS	DRAFT CONCLUSION 3/11 IMPLEMENTATION OF ATN GROUND PORTION That, ICAO urge the States/Territories/International Organizations to support the first ATN task force meeting and encouraging them to participate.	ICAO NACC Office	The ICAO NACC Office sent the invitation to States	Finalized	Take note
MET	DRAFT CONCLUSION 3/12 UPDATING OF FASID TABLES MET 2 AND MET 2A CONCERNING THE CENTRAL CARIBBEAN That the Civil Aviation Authorities of the States/Territories of the Central Caribbean, in coordination with their respective MET authorities,	States/Territories	It is expected that this Conclusion be performed before 28 November 2003	Ongoing	Approve the Conclusion and follow-up its performance

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
	a) review the corresponding parts of the FASID Tables MET 2 and MET 2A of the FASID CAR/SAM, in order to update their requirements; and b) present to the ICAO NACC Regional Office the proposals for amendment duly documented, making use of the form included in Appendix A to this part of the Report by 28 November 2003.				
GEN	DRAFT CONCLUSION 3/13 TERMS OF REFERENCE AND WORK PROGRAMME OF THE CENTRAL CARIBBEAN WORKING GROUP (C/CAR WG) That, the proposed amendments to the Terms of Reference and Work Programme of the Central Caribbean Working Group (C/CAR WG) be adopted as shown in the Appendix to this part of the Report.	States/Territories	It is expected that the amendment proposals (Appendix H to this note) be reviewed and approved by this Meeting	- - -	Approve this Conclusion
GEN, MET And SAR	DRAFT CONCLUSION 3/14 NEED TO STUDY AND APPLY SOLUTIONS TO THE EXISTING PROBLEMS IN THE C/CAR WORKING GROUP TO DEAL WITH MET AND SAR-RELATED MATTERS That, measures be studied and adopted to solve the problems of the lack of participation of MET and SAR experts in the work of the C/CAR Working Group, which is preventing the development of the tasks assigned related with MET and SAR matters.	States/Territories	It would be better that the C/CAR DCA/6 Meeting direct the solution of these problems. The SAR issues referred in this Conclusion are dealt with in WP/07 under Agenda Item 3 of this Meeting.	- - -	Direct solutions to problems or approve this Conclusion

REVIEW OF DECISIONS OF THE SECOND AND THIRD MEETINGS OF THE C/CAR WORKING GROUP

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
CNS	DECISION 2/10 CREATION OF A VHF/AMS COVERAGE TASK FORCE It was agreed that Colombia, Haiti, Jamaica, United States and IATA comprise a Task Force with Jamaica as the Rapporteur to review the information of the VHF/AMS Stations of the Area Control and Approach Services and to identify lack of coverage deficiencies and to recommend solutions.	C/CAR WG	Results of the work of this Task Force are expected supporting the work of the C/CAR WG Group.	Ongoing	Take note
CNS	DECISION 2/13 RADAR DATA SHARING TASK FORCE RAPPOREUR It was agreed to, a) nominate Mr. Vilmo Pieter, from the Netherlands Antilles, as the Radar Data Sharing Task Force Rapporteur; and b) have the group mentioned in a) to initiate its work as soon as possible, considering the preliminary guidelines that exist on this issue, which were adopted by Conclusion 10/33 of the GREPECAS.	C/CAR WG and the Netherlands Antilles	This matter will be discussed under Agenda Item 5. Results of the work of the Group are expected.	Considered by C/CAR/WG/3 para. 5.22	Take note and support the work of this Task Force
AGA	DECISION 2/18 FOLLOW UP TO THE IMPLEMENTATION OF AERODROME CERTIFICATION IN THE C/CAR STATES / TERRITORIES That the C/CAR Working Group follows up on the compliance of the aerodrome certification requirement on behalf of States / Territories of the C/CAR States, for which a table was prepared shown in the Appendix A to this part of the Report.	C/CAR WG	The C/CAR Working Group is carrying out this requirement, please refer to WP/03, para. 3.1 of this Meeting.	Superseded by GREPECAS Conclusion 11/11	Supersede and follow-up GREPECAS Conclusion 11/11

AREA	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS	ACTION REQUIRED
ATM	DECISION 3/5 C/CAR ATM TASK FORCE A new C/CAR ATM Task Force is established, composed by members from Cayman Islands, Cuba, Haiti, Jamaica (Rapporteur), Netherlands Antilles and United States, deactivating the ATS routes Task Force and incorporating to the new Task Force created, the Work Programme of the deactivated Task Force.	C/CAR WG and States/Territories	Director of Civil Aviation should support the work of their ATM specialists in this Group	Ongoing	Take note and support the work of the Group

APPENDIX B

Executive Summary of the Recommendations/Conclusions/Decisions of the CAR/SAM Regional and CAR Subregional Meetings

ITEM	FIELD	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS								
			CAR/SAM		NAM/CAR	CAR					
			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
						C/CAR/WG	C/CAR/DCA	MEVA	E/CAR/WG	E/CAR/DCA	DGAC CAP
1	2	3	4	5	6	7	8	9	10	11	12
1	GEN										
1.1		Solution to air navigation services deficiencies The review and update of existing deficiencies in the AGA, AIS/MAP, ATM, CNS, MET and SAR fields is kept, urging the States/International Organizations to make every effort in order to solve them.	4/1 13/19	10/59 10/60 11/55 11/58	1/20	1/4 1/9 1/20 1/30 2/8 2/19	5/3 5/8 5/22 5/32		24/21 25/9 25/10 25/21 25/32	16/14 17/7	85/6
1.2		Implementation of the requirements established in the CAR/SAM ANP The follow-up to the implementation of the requirements established in the FASID on the air navigation fields AGA, AIS/MAP, ATM, CNS, MET and SAR, as well as the relevant amendments is needed.	7/9 7/8 8/1 8/2 8/4 9/2 9/13 9/21 10/2 11/3	9/15 10/5 10/21 10/31 10/41		1/18 1/19 1/29 2/7 3/9 3/12	5/16 5/21				88/12
2	AGA										
2.1		Aerodrome Certification States were urged to implement aerodrome certification in order to comply with the new SARPs no later than 27 November 2003.		10/44 10/45 10/46 11/11		1/5 2/18	5/4			16/16	88/2

ITEM	FIELD	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS								
			CAR/SAM		NAM/CAR	CAR					
			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
1	2	3	4	5	6	7	8	9	10	11	12
2.2		Aerodrome Maintenance Programmes States were urged to ensure that the aerodromes operators implement and keep aerodrome maintenance programmes in order to contribute with aircraft operations safety in runways, taxiways and aprons.	4/13	10/43 11/9							
2.3		Bird Hazard National and Regional Committees States were urged to establish and keep Bird Hazard National Committees. It is also intended to establish a CAR/SAM Regional Bird Hazard Prevention Committee to deal with the relevant regional problems.	4/10	10/48 11/7			4/7				85/7
2.4		Runway Incursions. States were urged to gather and compile reports on aerodromes operators, air traffic services and aircraft operators runway incursions incidents in order to analyze and prevent their negative impact on operational safety.		10/47 11/8						16/17	
3	AIS/MAP										
3.1		Aeronautical Information Services and Aeronautical Charts Automation States/International Organizations of the CAR Region have been urged to implement an Integrated AIS/MAP Automated System in order to meet the operational requirements of the CNS/ATM Systems through the transition of the current AIS manual systems towards a totally automated and integrated AIS/MAP environment, which design is based on common procedures and standardized formats, especially AIS/MAP Data Bases Systems.	12/7	8/5 10/51 10/54	1/16	1/8 2/16 3/4	4/13 5/7		22/5 23/11 26/7 26/8		85/15 88/6

ITEM	FIELD	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS								
			CAR/SAM		NAM/CAR	CAR					
			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
1	2	3	4	5	6	7	8	9	10	11	12
3.2		Implementation of AIS/MAP Quality System States/International Organizations of the CAR Region were urged to implement as soon as possible an AIS/MAP Quality System, so that the system allows quality assurance of the Aeronautical Information/Data for Global Air Navigation in order to provide AIS/MAP services with a high quality level of its products.	12/1		1/16	1/8 2/16 3/4	4/14 5/7		26/7		85/16 88/8
3.3		Total implementation of WGS-84 In the CAR Region, the lack of total implementation of WGS-84, as a Common Geodetic Reference for Global Air Navigation, affects the development of strategies for the progressive introduction of requirements concerning the implementation of Area Navigation (RNAV) as part of the future implementation of the Global Navigation Satellite System (GNSS) and the Regional CNS/ATM Transition Plan among others.	12/6	10/49 10/55 10/56 10/57 11/63	1/16	1/7 2/17 3/2	4/16 5/6		22/7 24/24 25/20 26/10	16/9	85/17 86/1 86/2 86/4 87/3 88/4 88/5
4	ATM										
4.1		Implementation of RNAV Routes States/International Organizations have been urged to continue the implementation of RNAV routes affecting the CAR Region. This implementation would require an amendment to the CAR/SAM ANP Volume I, Basic (Doc 8733), which has been suggested through GREPECAS.	5/15 5/16 5/22 5/23	8/10 8/11 10/10 11/21	1/10	1/10	4/9 5/9		24/27 24/28 25/1		88/10
4.2		Implementation of Required Navigation Performance (RNP) States/International Organizations have also been urged to implement RNP.	5/23 10/17	8/32 10/13 10/14	1/10						

ITEM	FIELD	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS								
			CAR/SAM		NAM/CAR	CAR					
			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
1	2	3	4	5	6	7	8	9	10	11	12
4.3		Implementation of Reduced Vertical Separation Minimum of 300 mts GREPECAS has urged the States/Territories and COCESNA to implement RVSM in the respective Flight Information Regions through an implementation programme by steps, and using an implementation framework adopted by GREPECAS/10.	5/27 5/28 5/29 5/31 11/23 11/25 11/29	8/14 10/11 10/13 10/14	1/11	2/2 3/6			25/6 26/5		
4.4		ATS Contingency Plans GREPECAS has urged the States/Territories/International Organizations to review the contingency plans among adjacent ATS units developed for the Y2K rollover and to adopt them for any event that might affect the provision of ATS and related services.		10/8	1/19	2/4	4/8		20/2 20/3 24/4 25/3 26/4		85/8 87/8
4.5		ATS Quality Assurance Programmes GREPECAS has urged the States/Territories/International Organizations to use the "CAR/SAM Regional Guidance Material for Air Traffic Services Quality Assurance Programmes" adopted by GREPECAS/10.	5/37 5/38	10/18 10/58	1/8	2/5			25/6 26/5		84/6 88/3
4.6		Civil/Military coordination and interception of civil aircraft The CAR/SAM/3 RAN urged the States to establish appropriate civil/military coordination bodies to ensure the coordination of the decisions regarding civil and military problems on airspace management, air traffic control and measures to prevent the unnecessary interception of civil aircraft.	5/6 5/7 5/8 5/11 5/12			1/17	5/15				

ITEM	FIELD	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS								
			CAR/SAM		NAM/CAR	CAR					
			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
1	2	3	4	5	6	7	8	9	10	11	12
5	CNS										
5.1		Support to ICAO position at the ITU's WRC-2003. Support ICAO position at the ITU's WRC-2003 to defend the interests and needs of radio frequency spectrum for civil aviation.		9/1 9/2 10/19 11/39	1/13	2/6	5/29				88/11
5.2		Development and interconnectivity of regional digital networks. It is intended to complete the implementation and management of regional networks CAMSAT, E/CAR and MEVA of the CAR Region, to attain the interconnectivity with South American REDDIG network in order to achieve the complete implementation and improvement of the required AFS circuits and to facilitate the backbone support for the implementation of ATN.	9/1 13/29 13/30	10/2 10/25 10/26 10/27 10/28				8/13 8/14 8/15	23/19 23/20 24/11 25/11 25/12 25/13 26/11 26/12	16/12 17/4	
5.3		Improvement of and compliance with the required VHF/HF AMS coverage. It is required to complete and improve VHF and HF air-ground communications coverage, especially by continuing the implementation and improvement of VHF and HF stations to serve Curacao, Kingston, Piarco and CENAMER FIRs.	9/21 10/2 10/6	10/29		1/21 1/22 1/23 2/9 2/10 3/10	5/17				88/15

ITEM	FIELD	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS								
			CAR/SAM		NAM/CAR	CAR					
			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
						C/CAR/WG	C/CAR/DCA	MEVA	E/CAR/WG	E/CAR/DCA	DGAC CAP
1	2	3	4	5	6	7	8	9	10	11	12
5.4		Transition from AFTN to ATN. Implementation of ATN ground portion. Most circuits and AFTN Centres have been implemented in accordance with the requirements established in the CAR/SAM ANP. It is necessary to improve the circuits and AFTN centres pending and to continue the transition and the development for the implementation of the ground portion of ATN.	9/2 9/3 9/4 9/5 9/6 9/13	10/20 10/21 10/22 10/23 10/24 11/41		1/24 2/11 3/11	5/18	7/6 7/9 8/6 8/8 8/9	25/14		88/16
5.5		GNSS Implementation. States/International Organizations pretend to continue actions towards GNSS planning and implementation in the Region. Among these actions, it is necessary to update and publish national legislations/regulations authorizing the use of GNSS.	10/1 10/2 10/6	10/32 11/44 11/45 11/46		1/25 1/26 2/12	5/19		25/15 25/11		88/17 88/18
5.6		Radar data exchange. It is intended to develop radar data sharing among ATC units in order to improve radar service. States/International Organizations are urged to consider the initial regional guidelines on radar data sharing developed by GREPECAS.	11/4 11/5	10/33 11/47		1/27 1/28 2/13 2/14	4/11 5/20		24/13 24/14 25/16 26/13		84/5 85/14 88/19

ITEM	FIELD	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS								
			CAR/SAM		NAM/CAR	CAR					
			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
C/CAR/WG	C/CAR/DCA	MEVA				E/CAR/WG	E/CAR/DCA	DGAC CAP			
1	2	3	4	5	6	7	8	9	10	11	12
6	MET										
6.1		Significant Weather Charts (medium level) (SWM) for the CAR/SAM Regions In view that there are no significant weather charts medium level requirements, Washington WAFC will not produce SWM maps for limited zones of the CAR/SAM Regions.		10/34 11/70							
6.2		Maintenance of WAFS equipments and systems That States acquire a new workstation considering the technical functional specifications in accordance with the information provided by Washington WAFC. That a maintenance service contract be obtained in order to support the operation of the workstation of the WAFS.		10/35 11/71 1/17	1/17						
6.3		Communication problems regarding OPMET information exchange The COM/MET SIP Phase I (Central America and Mexico) detected communication problems, there are also some problems affecting OPMET information exchange in the rest of the CAR Region. In order to solve these problems, the adoption of relevant actions by States / Territories / International Organizations is required.	8/3	9/5 9/6 10/36		1/33	5/25				
6.4		COM/MET Special Implementation Project (SIP) As a result of the actions carried out by the NACC Regional Office and the Air Navigation Commission, ICAO Council also approved the communications/aeronautical meteorology special implementation project (COM/MET SIP) for the CAR Region, comprising Central and Eastern Caribbean, which will be held as at end September 2002.		9/7 10/37 1/18	1/18						

ITEM	FIELD	MATTER/STATUS AND OBJECTIVE	REFERENCE RECOMMENDATIONS/CONCLUSIONS/DECISIONS								
			CAR/SAM		NAM/CAR	CAR					
			CAR/SAM/3 RAN	GREPECAS	NACC/DCA/1	C/CAR			E/CAR		CAM
1	2	3	4	5	6	7	8	9	10	11	12
7	MCI/SAR										
7.1		Regional Response Plan to Mass Casualty Civil Aviation Incidents. States have agreed upon actions to develop a Response Plan for Mass Casualties Incidents in the Caribbean.			1/27		4/12 5/31			16/18 17/3	
7.2		Search and Rescue (SAR) Agreements among States States/Territories/International Organizations have been requested to develop a SAR Plan for the CAR Region including the necessary procedures and resources for effective SAR services provision.	6/3 6/4 6/5 6/7 6/8 6/11 6/12		1/26		3/14 5/30			16/3 17/1 17/2	

APPENDIX C

ACTION PLAN FOR RESOLVING EACH OF THE REGIONAL AIR NAVIGATION DEFICIENCIES

PLAN DE ACCIÓN PARA SOLUCIONAR CADA DEFICIENCIA DE NAVEGACIÓN AÉREA

State/Territory/

Estado/Territorio:

Date/Fecha:

Deficiency/ Deficiencia	Corrective Action/ Acción correctiva	Entity In charge/ Entidad encargada	Date of Correction/Fecha de corrección	Remarks/ Observaciones

APPENDIX D

Aerodrome Certification in the C/CAR Area			
State/Territory	Certification System Implementation Progress/Status	Certification Commencement Date	Remarks
Aruba	Implemented	-----	
Bahamas	Did not report to ICAO	?	
Cuba	Implemented	-----	
Dominican Republic	In the process of amending legislation to include aerodrome certification and develop the associated regulations	2003	
Haiti ¹	The regulations for aerodrome certification and the licensing system are in preparation and to be completed by June 2003	2003	
Jamaica	Implemented	-----	
Netherlands Antilles	The Council of Ministers has passed aviation legislation - Government Decree "Civil Aviation Safety Oversight" which requires all airports within the Netherlands Antilles engaged in international air services to be certified by 27 November 2003. Aerodrome Manual Working Group established to prepare airports.	2003	
United Kingdom Cayman Islands Turks and Caicos Islands	A partial aerodrome certification/licensing system is in place, which will be replaced by new regulatory powers and systems including aerodrome certification.	2003	

¹ CARICOM member States of Regional Aviation Safety Oversight System (RASOS) have approved the establishment of an Aerodrome Certification Working Group (AC/WG) to provide support to States for aerodrome certification to be implemented by November 2003 and prepare for ICAO USOAP Aerodromes audits to commence in February 2004.

APPENDIX E

STATUS OF IMPLEMENTATION OF WGS-84/ESTADO DE IMPLANTACIÓN DEL WGS-84

STATE / ESTADO	Fully implemented/ Totalmente implantado	Partially implemented/ Parcialmente Implantado*	Remarks/ Comentarios
1	2	3	4
Aruba		●	3
Bahamas		●	4
Cayman Islands Islas Caimanes	●		2
Cuba	●		7
Dominican Republic República Dominicana		●	1
Haiti		●	6
Jamaica		●	5
Netherlands Antilles Antillas Neerlandesas		●	3
Turks and Caicos Islands Islas Turcas y Caicos	●		
United States Estados Unidos	●		

1. There is a plan for surveying main aerodrome(s) navaids, obstacles and ATS fixes. No WGS-84 data published in AIP. Financial assistance could be required (ICAO - SIP)
- Hay un plan para levantamiento del(los) aeródromo(s) principal(es), ayudas para la navegación aérea, obstáculos y puntos de referencia ATS. Información WGS-84 no publicada en el AIP. Podría necesitarse ayuda financiera (SIP – OACI).
2. Survey completed for main aerodrome(s), navaids, and ATS fixes for all PIARCO aerodromes, results were published in new AIP edition. Coordinates for boundaries with PIARCO FIR require coordination among adjacent States/Territories.
- Levantamiento terminado para el(los) aeródromo(s) principal(es), ayudas para la navegación aérea y puntos de referencia ATS para todos los aeródromos PIARCO. Los resultados se publicaron en la nueva edición de la AIP. Las coordenadas para los límites con la FIR de PIARCO requieren coordinación entre los Estados/Territorios adyacentes.
3. NIMA Survey completed for aerodrome(s) but results to be published.
- Levantamiento NIMA terminado para los aeródromo(s), pero aún tienen que publicarse los resultados.

4. Survey completed for main aerodrome(s), navaids, and ATS fixes, coordinates were partially published in AIC's for RNAV procedures (ASAC project).
- Levantamiento terminado para el(los) aeródromo(s) principal(es), ayudas para la navegación aérea y puntos de referencia ATS. Las coordenadas fueron parcialmente publicadas en AICS para procedimientos RNAV (proyecto ASAC).
 5. Survey completed for main aerodrome(s), navaids, and ATS fixes, results were published in new AIP edition. FIR Coordinates for boundaries require coordination with adjacent States/Territories.
- Levantamiento terminado para el(los) aeródromo(s) principal(es), ayudas para la navegación aérea y puntos de referencia ATS. Los resultados fueron publicados en la nueva edición del AIP. Coordenadas limítrofes con la FIR requieren coordinación entre los Estados/Territorios adyacentes.
 6. Some surveys were started but prevailing situation in the State/Territory stopped the process. Financial assistance could be required (ICAO - SIP)
- Se empezaron algunos levantamientos pero la situación prevaleciente en el Estado/Territorio frenó el proceso. Podría necesitarse ayuda financiera (SIP – OACI).
 7. FIR boundary Coordinates require coordination with adjacent States/Territories.
- Coordenadas limítrofes con la FIR requieren coordinación entre los Estados/Territorios adyacentes.
- * **Note: For column 3 no obstacles were surveyed**
* **Nota: Para la columna 3 no se hizo levantamiento de obstáculos.**

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APPENDIX F

STATUS OF THE STUDY OF ATS ROUTES OF THE CENTRAL CARIBBEAN

Route	Status of the study	Recommendation
Panama City / San Juan, Puerto Rico	The Group continues the study and coordination with the participation of the concerned States and IATA.	That the Group continue its work.
Santiago de Cuba / Port-au-Prince	The Group continues the study and coordination with the participation of the concerned States and IATA.	That the Group continue its work.
Santiago de Cuba / Montego Bay	The Group continues the study and coordination with the participation of the concerned States and IATA.	That the Group continue its work.
Santiago de Cuba / Cap Haitien	The study was not feasible due to an airspace restriction around the Guantanamo American military airport to be crossed by the route.	The study is concluded Withdraw the proposal.
Cap Haitien / Puerto Plata	The Group continues the study and coordination with the participation of the concerned States and IATA.	That the Group continue its work.
Kingston / Great Inagua	The segment of this route has been modified by the concerned States in order to clear the restricted airspace around Guantanamo American military airport. The new proposed route path is Kingston/BYGON/Great Inagua.	The study is concluded . Jamaica should present a proposal for amendment of the CAR/SAM ANP.
Cabo Codera / Miami (UL304)	This route has been published excepting for the segment within the Miami FIR Miami where a conventional route exists.	The study is concluded .
Realignment of route A315 between OBN and PJG, removing bifurcation in CRO	The Group recognized the significant advantage that would be obtained by users of this route; although it noted that other ATS routes would be affected due to the proposed realignment. The Group could not make progress examining this proposal in view of the absence of one of the concerned States, Dominican Republic.	That the Group continue its work.

APPENDIX G

CONTACT POINT FOR ATM COORDINATION IN C/CAR AREA/PERSONAS DE CONTACTO PARA LA COORDINACIÓN ATM
EN EL ÁREA C/CAR

State/Estado	ATS		OPS/AIR	
	Name/Nombre Position/Título	Address/Datos	Name/Nombre Position/Título	Address/Datos
Aruba	?		?	
Bahamas	?		?	
Cayman Islands/ Islas Caimán	Jeremy Jackson Head of Air Traffic Services	Civil Aviation Authority P.O. Box 10277 APO Grand Cayman, Cayman Islands Tel. (345) 949-7811 Fax (345) 949-0761 E-mail: jeremy.jackson@caacayman.com	Richard Smith Director of Civil Aviation	Civil Aviation Authority of the Cayman Islands P.O. Box 10277 APO Grand Cayman, Cayman Is. Tel.: (345) 949-7811 Fax: (345) 949-0761 E-mail: rs_caa@candw.ky
Cuba	José Manuel Vega Jefe Operaciones ACC Habana	IACC Ave. Nguyen Van Troi s/n Boyerros, La Habana, Cuba Tel. (537) 33-5029 Fax (537) 33-5029 E-mail atc@ntatc.aeronet.cu	?	
Dominican Republic/ República Dominicana	?		?	
Haiti/Haití	Jacques Boursiquot Deputy Director Air Navigation	Office National de l'Aviation Civile B.P. 1346 Port-au-Prince, Haiti HT6110 Tel. (509) 250 0052 Fax (509) 250 0998 E-mail jboursiquot@ofnac.org	Joseph Laurent Dumas	

State/Estado	ATS		OPS/AIR	
	Name/Nombre Position/Título	Address/Datos	Name/Nombre Position/Título	Address/Datos
Jamaica	Patrick Stern		Howard McCalla	
Netherlands Antilles/ Antillas Nerlandesas	Rolando Emers		S. Mercelina	
Turk and Caicos	?		?	
United States/ Estados UNidos	Brian Throop		Robert Swain	

APPENDIX H

REVIEW OF THE TERMS OF REFERENCE AND WORK PROGRAMME OF THE CENTRAL CARIBBEAN WORKING GROUP (C/CAR WG)

1 Background

The Central Caribbean Working Group was established by Conclusion 4/10 of the Fourth Meeting of Directors of Civil Aviation of the Central Caribbean, held in the Cayman Islands from 17 to 20 May 2000, to deal with the development of air navigation systems/service issues in the Central Caribbean. The aforementioned Meeting also agreed that ICAO should assist in the establishment of the Working Group and provide Secretariat services. A draft of the Terms of Reference and Work Programme was has been circulated to States/Territories/International Organizations of the Central Caribbean inviting them to nominate their respective member to the Working Group. The Meeting also felt it necessary to transfer the work of the C/CAR ATS Task Force to the Central Caribbean Working Group, incorporating it into its tasks. ~~It also agreed that the Working Group should meet prior to the Fifth C/CAR DCA Meeting.~~

The First Central Caribbean Working Group Meeting (C/CAR WG/1) was held at the ICAO NACC Regional Office in Mexico City, from 19 to 23 February 2001. The Second Central Caribbean Working Group Meeting (C/CAR WG/2) was held in Pétion Ville, Haiti, from 18 to 22 February 2002. The Third Central Caribbean Working Group Meeting (C/CAR WG/3) was held in Willemstad, Curaçao, Netherlands Antilles from 24 to 28 March 2003.

Conclusion 4/10 Establishment of the Central Caribbean Work Group (C/CAR/WG)

That,

- a) an informal work group dealing with the air navigation areas be established for the Central Caribbean;
- b) the ICAO Regional Office prepare the Terms of Reference and Work Programme for the work group and provide Secretariat services;
- c) the ICAO Regional Office, by 30 July 2000, should circulate the Terms of Reference and Work Programme for the work group to all States/Territories in the Central Caribbean as well as to relevant International Organizations for comments and invite the nomination of members of the working group;
- d) the work of the C/CAR ATS Task Force be incorporated into the tasks of the work group and that the ATS Task Force be disbanded, with the appropriate note of gratitude being sent to its members by the ICAO Regional Office on behalf of the States/Territories of the Central Caribbean; and
- e) a meeting of the work group be scheduled prior to the Fifth Meeting of the C/CAR Directors of Civil Aviation.

2 Terms of Reference

- a) The Central Caribbean Working Group (C/CAR WG) will examine on a continual basis

the sub-regional problems in all fields of Air Navigation (AIS/AGA/ATM/CNS/MET/SAR) for States and Territories within the geographic limits of the Curaçao, Havana, Kingston, Miami Oceanic, Houston Oceanic, Nassau, Port-au-Prince, and Santo Domingo FIRs;

- b) The C/CAR WG will promote, coordinate and follow-up the implementation of the AIS/AGA/ATM/CNS/MET/SAR requirements ~~of-established in~~ the CAR/SAM Air Navigation Plan of the States/Territories in its area of responsibility and in compliance with GREPECAS conclusions and the ICAO SARPs; and
- c) The C/CAR WG will identify and propose actions to correct the air navigation systems/services shortcomings-and deficiencies affecting international civil aviation operations in its area of responsibility.

3 Objectives

The objectives of the C/CAR WG in each air navigation field are as follows:

Aerodromes (AGA)

To study AGA issues and recommend actions to be ~~implemented~~taken associated with the planning and implementation of regional developments related to airport operations, physical characteristics, facilities, services and safeguarding in relation to airport safety, security and efficiency, as well as environmental protection at and around airports.

Communications, Navigation and Surveillance (CNS)

To study CNS issues ~~and recommend actions~~ associated with solutions to ~~shortcomings~~ deficiencies, the planning and implementation of regional developments related to communications, navigation and surveillance systems, proposing action plans and contributing to the coordination and follow-up of their implementation.

Air Traffic Management (ATM)/Search and Rescue (SAR)

To study ATM and SAR issues and recommend actions, to contribute to the coordination and follow-up -to-be-taken associated with the planning and implementation of regional developments related to airspace management (ASM), air traffic services (ATS), air traffic flow management (ATFM), search and rescue (SAR) and the ATS quality assurance programmes.

- H3 -

Meteorology (MET)

To study MET issues and recommend actions to be ~~implemented~~taken, contributing to the coordination and follow-up -associated with the planning and implementation of regional developments related to observation, forecasting and exchange of operational meteorology (OPMET) information, functioning and utilization of WAFS.

Aeronautical Information Services (AIS)

To study ~~issues associated with the~~ planning and implementation of regional developments related to automation of aeronautical information services, aeronautical databases and the Integrated Aeronautical Information Package, as well as the standardization of aeronautical mapping and its evolution toward providing electronic formats and ~~assurance of~~ quality assurance programmes, proposing action plans and contributing to the coordination and follow-up of these issues.

4 Work Programme

No.	Task	Priority	Completion	Responsible
1	Review, Follow-up and promote, contribute to the coordination and propose relevant actions for the implementation of AIS/AGA/ATM/CNS/MET/SAR requirements established in of the CAR/SAM ANP.	A	Permanent	C/CAR WG
2	Review, and propose actions to carry out and follow-up <u>the implementation of</u> the recommendations/conclusions of the CAR/SAM/3 RAN and the conclusions of GREPECAS related to all air navigations fields.	A	Permanent	C/CAR WG
3	Review the database list of deficiencies in the AIS/AGA/ATM/CNS/MET/SAR fields for each State/Territory and propose corrective actions.	A	Permanent	C/CAR WG
4	Contribute to Develop and maintain ing- up-to-date the <u>domestic CNS/ATM Transition Implementation</u> Plans for the <u>Central Caribbean</u> States/Territories.	A	Permanent	C/CAR WG
5	Review Letters of Agreement of ACCs in the Central Caribbean and adjacent FIRs, <u>contribute to the coordination</u> and to recommend corrective actions if necessary.	B	Permanent	States, Territories, C/CAR WG
6	Review the ATS Route Network in the Central Caribbean, recommend changes if required in coordination with the adjacent FIRs and recommend solutions to the congestion on some ATS routes crossing the sub-region.	A	C/CAR WG/ 34	<u>ATS Routes</u> <u>ATM</u> Task Force
7	Follow-up on the implementation of the mandatory use of the SSR Mode C transponder in the Central Caribbean.	A	C/CAR WG/ 34	C/CAR WG, Secretariat
8	Follow-up on the implementation of the mandatory use of the ACAS II in the Central Caribbean.	A	C/CAR WG/ 34	C/CAR WG, Secretariat

No.	Task	Priority	Completion	Responsible
9	Identify, evaluate and recommend actions to improve matters relating to operational safety in <u>international Central Caribbean</u> airport movement areas <u>resulting from due to</u> deficiencies in the AGA, ATS, <u>CNS</u> and OPS <u>areas in the Central Caribbean</u> .	B	C/CAR WG/ <u>35</u>	C/CAR WG
10	Study the ATS incidents and propose the implementation of ATS quality assurance programmes in the Central Caribbean.	A	C/CAR WG/ <u>34</u>	C/CAR WG, Secretariat
11	Examine and propose solutions to ATS staffing/training and administrative aspects of ATS units in the Central Caribbean.	B	C/CAR WG/ <u>35</u>	C/CAR WG
12	Study and propose solutions to the use of non-standard ATS phraseology and especially of the English language for <u>the</u> non-English speaking States in the Central Caribbean.	A	C/CAR WG/ <u>34</u>	C/CAR WG, Secretariat
13	Recommend Take the necessary actions to develop and assist States/Territories with implementing an AIS Automation Plan <u>and in the Central Caribbean, developing the relevant databases.</u>	A	C/CAR WG/ <u>34</u>	C/CAR WG, Secretariat
14	Develop Carry out the coordination, assistance and follow-up of the implementation of a standard AIS/MAP Quality Assurance System, <u>and assist in the Central Caribbean States/Territories to implement it.</u>	A	C/CAR WG/ <u>34</u>	C/CAR WG, Secretariat
15	Identify training needs of all personnel that uses MET information in their operations, including the installation, maintenance and repair of high technology electronic meteorological equipment.	A	C/CAR WG/ <u>34</u>	C/CAR WG
16	<u>Assist and contribute to the coordination among the C/CAR States/Territories for the</u> Develop an implementation of plan for sharing radar data <u>sharing</u> in the Central Caribbean.	B	To be determined C/CAR WG/ <u>5</u>	Radar Data Sharing Task Force
17	Review the VHF AMS (R) <u>communications</u> coverage in the sub-region <u>Central Caribbean airspace</u> and recommend actions for its development.	A	C/CAR WG/ <u>34</u>	VHF/AMS Coverage Task Force
18	<u>Contribute to the coordination and</u> Follow-up of the <u>total</u> implementation of WGS-84 in the States/Territories in the Central Caribbean and adjacent regions as well as recommend actions to solve the discrepancies of the published information <u>published in the AIPs.</u>	A	Permanent	C/CAR WG
19	Conduct a study and recommend a plan for GNSS implementation, including its augmentation system.	B	To be determined	To be determined
20	<u>Assist and contribute to the coordination and follow-up of the implementation of</u> Study the planning and possible criteria for VHF air-ground data links (VDL) <u>implementation.</u>	B	To be determined	To be determined
21	<u>Propose a C/CAR subregional action</u> Review the plan for the implementation of ATN and its application <u>transition of AFTN towards AMHS, contributing to its coordination and follow-up.</u>	B	To be determined	MEVA <u>TMGC/CAR WG</u>

- H5 -

No.	Task	Priority	Completion	Responsible
<u>22</u>	<u>Identify and study ATM and CNS scenarios in the C/CAR Subregion with a view to improving and implementing these systems/services.</u>	<u>A</u>	<u>C/CAR/WG/5</u>	<u>C/CAR/WG</u>
<u>223</u>	<u>Develop a C/CAR CNS/ATM Implementation Subregional Plan Subregional Plan for the Central Caribbean</u>	<u>AB</u>	<u>To be determined C/CAR/WG/5</u>	C/CAR WG
<u>234</u>	Follow up the 10 minute and/or 80 NM RNAV longitudinal separation.	A	C/CAR WG/ <u>34</u>	Secretariat, <u>IATA</u>

5 Priority

- A** High-priority – Tasks on which work should be completed as soon as possible.
- B** Medium priority – Tasks on which work should be undertaken as soon as possible, but without detriment to Priority A tasks.
- C** Low priority – Tasks on which work should be undertaken as time and resources permit, but without detriment to Priority A and B tasks.

6 Members

Aruba, Bahamas, Cayman Islands, Cuba, Dominican Republic, Haiti, Jamaica, Netherlands Antilles, Turks and Caicos Islands, United Kingdom, United States, ACI, IATA, IFALPA and IFATCA.

Note: Colombia, Mexico, Panama, Venezuela and COCESNA will be invited to attend C/CAR WG Meetings to deal with co-ordination issues with adjacent FIRs of the Central Caribbean.

7 Chairman and Vice-Chairman of the C/CAR Working Group

The chair~~man~~person will serve a term of 3 years to provide continuity and a communications link between the ICAO NACC Regional Office and members of the C/CAR WG between meetings. A participant from the host State/Territory will serve-be elected as vice-chair~~man~~person of the corresponding meeting.

The chair~~man~~person of the C/CAR Working Group will present the results of each meeting of the Group to the corresponding meeting of Directors of Civil Aviation of the Central Caribbean.

- END -