



FINAL VERSION

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE**

REPORT OF THE

SIXTH MEETING OF DIRECTORS OF CIVIL AVIATION

OF THE CENTRAL CARIBBEAN

(C/CAR DCA/6)

NASSAU, BAHAMAS, 2 TO 4 JULY 2003

Prepared by the Secretariat

July 2003

The designations employed and the presentation of the material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

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HISTORICAL

ii.1 Place and Date of the Meeting

The Sixth Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR DCA/6) was held at the Radisson Cable Beach Resort, Cable Beach, Nassau, Bahamas, from 2 to 4 July 2003. Its deliberations began on 2 July and, the review of all Agenda items having been dealt with, the Meeting ended its activities on 4 July 2003.

ii.2 Opening Ceremony

The Royal Bahamas Defense Force Band played the Bahamas national anthem. Reverend Rudolph M. Cooper offered a benediction for the success of the Meeting. On behalf of the North American, Central American and Caribbean Office of ICAO, Mr. Jose Antonio Diaz de la Serna, Deputy Regional Director thanked the Government of The Bahamas for hosting the Meeting, explained the scope of the Meeting's Agenda and pointed out the need of continuing the efforts towards the development of air navigation systems in the Central Caribbean.

Mr. Archie Nairn Permanent Secretary introduced Honourable Glenys Hanna-Martin, Minister of Transport and Aviation who also welcomed the participants, expressed important considerations and opened the Meeting. Her speech appears in page ii-6 to this part of the Report.

ii.3 Organization of the Meeting

The Meeting was chaired by Mr. Cyril Saunders, Director of Civil Aviation of The Bahamas. Mr. Jose Antonio Diaz de la Serna, Deputy Regional Director acted as Secretary with the assistance of Mr. Aldo Martínez, Regional Officer, Communications, Navigation and Surveillance, both from the ICAO NACC Regional Office.

ii.4 Working Languages

The working languages of the Meeting were Spanish and English. The documentation and Summary of Discussions and Conclusions of the Meeting were available to participants in both languages.

ii.5 **Agenda**

The Meeting adopted the following agenda:

- 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
- Agenda Item 2: Review of the Summary of Discussions of the Third C/CAR Working Group Meeting
- Agenda Item 3: Mass Casualty Incidents (MCI) and Search and Rescue (SAR) matters
- Agenda Item 4: Safety Oversight matters
- Agenda Item 5: Aviation Security (AVSEC) matters
- Agenda Item 6: Technical Cooperation development activities
- Agenda Item 7: Other business

ii.6 **Schedule and Work Mode**

The Meeting agreed to hold its sessions from 9:00 to 14:30 hours, with adequate breaks. The meeting also agreed to work as a whole.

ii.7 **Attendance**

The Meeting was attended by 8 CAR Region States, 2 SAM Region States, and 6 International Organizations, making a total of 51 delegates as indicated in the list of participants on page iii-1. The Meeting regretted the absence of the following invited States/Territories/International Organizations: Aruba, Dominican Republic and CDERA.

ii.8 **Conclusions and Decisions**

The Directors of Civil Aviation of the Central Caribbean recorded its activities as Conclusions and Decisions as follows:

CONCLUSIONS : Activities requiring a communication to States/Territories/International Organizations.

DECISIONS : Internal activities of the Directors of Civil Aviation of the Central Caribbean.

LIST OF CONCLUSIONS AND DECISIONS ADOPTED BY THE C/CAR DCA/6 MEETING

No.	CONCLUSIONS	PAGE No.
6/1	Approval of the Conclusions of the Second and Third Meetings of the Central Caribbean Working Group	2-1
6/2	Establishment of Priorities to the Draft Conclusions referred by the C/CAR Working Group	2-2
6/3	Development of Action Plans to solve existing Deficiencies in the Central Caribbean Air Navigation Systems/Services	2-2
6/4	Top Priority support to achieve implementation of the AIS/MAP Automated Integrated System and AIS/MAP Quality Assurance System in the Central Caribbean States/Territories	2-3
6/5	Continuation of the Studies on proposed ATS Routes Segments	2-3
6/6	Attention and Priority support to the development of the ATS Quality Assurance Programmes and attention to the ATS Incident Reports in the Central Caribbean	2-4
6/7	Implementation of the updated programme for the Transition Plan to the final phase of the WAFS in the CAR/SAM Regions	2-4
6/8	Actions to use the new ICAO format on Tropical Cyclone Advisory	2-5
6/9	Attention to the implementation of Aeronautical Meteorological development-related tasks in the Central Caribbean	2-5
6/10	Reorganization of the work and attention to the implementation of MCI and SAR Plans in the Central Caribbean	3-2
6/11	Preparatory work for the compliance of the ICAO Global Aviation Safety Plan (GASP) and for the expansion of the ICAO Universal Safety Oversight Audit Programme (USOAP) in the Central Caribbean	4-2
6/12	Aviation Security	5-1
6/13	Adherence to Regional Technical Cooperation Projects related to the CNS/ATM Systems implementation.	6-1
6/14	Personnel in the NACC Regional Office	7-1
6/15	Caribbean High Level Air Transport Expert Group	7-2

NO.	DECISIONS	PAGE NO.
	No Decisions were agreed during the Meeting	

ii.9 **List of Working, Information and Discussion Papers**

Working Papers

Number	Agenda Item	Title	Date	Presented by
WP/01	---	Draft Agenda, Explanatory Notes, Working Method and Schedule of the C/CAR DCA/6 Meeting	19/05/03	Secretariat
WP/02	1	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	21/05/03	Secretariat
WP/03	2	Executive Summary of the Third Meeting of the C/CAR Working Group	22/05/03	Secretariat
WP/04	2	Support to The Implementation Plans for the AIS/MAP Automated Integrated System and AIS/MAP Quality Assurance System in the Central Caribbean	19/05/03	Secretariat
WP/05	2	ATM Progress in the Central Caribbean	11/06/03	Secretariat
WP/06	2	Current Status of the World Area Forecast System (WAFS) Operations and the Implementation of the Tropical Cyclone Advisory Message in the CAR/SAM Regions	06/06/03	Secretariat
WP/07	3	SAR Developments in the Central Caribbean (C/CAR)	13/06/03	Secretariat
WP/08	4	Central Caribbean Activities on the Global Aviation Safety Plan (GASP) and the Expansion of the Universal Safety Oversight Audit Programme (USOAP)	16/05/03	Secretariat
WP/09	5	ICAO Aviation Security (AVSEC) Programme and Universal Security Audit Programme (USAP)	03/06/03	Secretariat
WP/10	6	Report on the Technical Cooperation Projects Activities	09/06/03	Secretariat
WP/11	3	Report of the C/CAR MCI/SAR Task Force	02/07/03	Rapporteur of the C/CAR MCI/SAR Task Force

Information Papers

Number	Agenda Item	Title	Date	Presented by
IP/01 Rev.	--	List of Working and Information Papers	23/06/03	Secretariat
IP/02	--	General Information	28/05/03	Secretariat
IP/03	4	International Financial Facility for Aviation Safety (IFFAS)	09/06/03	Secretariat
IP/04	4	Update on Activities of Regional Aviation Safety Oversight System (under ACAAC) Since Oct. 2002	06/06/03	RASOS Coordinator
IP/05	4	FAA Support for Expansion of ICAO USOAP Program to Annex 14 Airport Certification Training Activities	09/06/03	United States
IP/06	7	Status of the U.S. Wide Area Augmentation System (WAAS)	20/06/03	United States
IP/07	6	Status of GALILEO and EGNOS Programs	27/06/03	Colombia
NI/08	5	Nota Informativa de Seguridad en Colombia <i>(available in Spanish only)</i>	27/06/03	Colombia
NI/09	7	Cursos universitarios en el sector aeronáutico en Colombia <i>(available in Spanish only)</i>	27/06/03	Colombia
NI/10	4	Cooperación Técnica de la Unión Europea en aspectos de seguridad operacional en la Comunidad Andina <i>(available in Spanish only)</i>	27/06/03	Colombia
NI/11	2	Coordinación con Panamá para la prestación de servicios sobre el espacio aéreo colombiano en el archipiélago de San Andrés <i>(available in Spanish only)</i>	27/06/03	Colombia
IP/12	5	Recent developments in aviation security in the U.S.	03/07/03	United States

Presentations

Agenda Item	Title	Presented by
4	Update on Activities of Regional Aviation Safety Oversight System (UNDER ACAAC) since Oct. 2002	RASOS
4	Presentation of FAA, United States, on RASOS	United States

**OPENING SPEECH BY THE HONOURABLE
Ms. GLENYS HANNA-MARTIN
MINISTER OF TRANSPORT AND AVIATION**

REMARKS BY HON. GLENYS HANNA-MARTIN, MINISTER OF TRANSPORT AND AVIATION
AT THE SIXTH MEETING OF THE DIRECTORS OF CIVIL AVIATION OF THE CARIBBEAN
AND THE AMERICAS
2ND JULY – 4TH JULY 2003

Mr. Jose Antonio Diaz de la Serna, Deputy Regional Director of the International Civil Aviation Organization, North American, Central America and the Caribbean Regional Office

Members of the Diplomatic Corps

Permanent Secretary in the Ministry of Transport and Aviation, Mr. Archie Nairn

Regional Directors of Civil Aviation

Senior Public Officers including Permanent Secretary in the Ministry of Tourism, Mr. Colin Higgs and Under Secretary, Miss Diana Lightbourne

Other Distinguished Guests

Royal Bahamas Defence Force Band

Ladies and Gentlemen

I am indeed honoured to note the presence of this delegation from so many nations, all members of the International Civil Aviation Organization, on this Sixth Meeting of Directors of Civil Aviation of The Caribbean and the Americas.

On behalf of the Government of the Commonwealth of The Bahamas, I extend to you a hearty welcome. I trust that the warm hospitality of our people and the beauty of our island provides an atmosphere conducive to productive deliberations. You are here at a momentous time in our history as we celebrate 30 years of Independence, existence as a free and sovereign nation – and yet your presence here underscores our mutual dependence on so many issues and our universality as members of the human races.

This esteemed organization, some 57 years ago had the foresight to anticipate the need for the orderly development of a network of Civil Aviation Authorities with the mandate of harnessing the enormous potential of international travel.

This clarity of vision is today paying great dividends in terms of the physical connectivity we enjoy in this global village in which we all now live.

The delegates at that now historic Chicago Convention were of the firm conviction that airports were more than just gateways to destinations.

The framers of that Convention held in 1944, conceptualized that airports were in fact gateways to bridging the international divide of communications and human understanding.

The Convention signed on December 7th, 1994, stated, inter alia:-

“The future development of International Civil Aviation can greatly help to create and preserve friendship an understanding among the nations and peoples of this world, yet its abuse can become a threat to general security.”

While the former words are full of optimism and hope, these latter words, on September 11th, 2001, have taken on a sinister twist – perhaps not anticipated more than 50 years ago.

The Chicago Convention goes on to further define the noble mandate of the International Civil Aviation Organization to minimize friction and to promote cooperation between nations and peoples; to establish international air transport services on the basis of equal opportunity bound together by responsible, economic and sound operational practices.

Over the many years these have been the guiding principles governing the development of civil aviation and the growth and evolution of standards and practices.

These standards and practices are built around considerations of safety and security and therefore require strict adherence.

And for nations everywhere, even among the more prosperous of us, compliance within this framework is frequently met with the challenge posed by budgetary constraints and limited economic resources. In The Bahamas we have committed to ensuring that in terms of training and technology that we have remain on the cutting edge.

We are currently exploring the feasibility of both the creation of a Civil Aviation Authority and the formation of an aircraft register. We have begun taking steps for the implementation of a Flight Information Region.

And in regard to recent concerns about golden opportunities being missed for revenue enhancement in the Civil Aviation Department, I wish to assure that this Ministry is currently revising fee schedules for services offered by the Department for among other things, the registration of aircraft, pilots licences, and landing fees etc.

The Government of The Bahamas has mandated the Civil Aviation Department to ensure that there is congruence and proportionality between the services offered and the charges levied for same.

And pursuant to that mandate I have in hand recommendations from the department in that regard which are now being considered.

The world is certainly a different place than it was when the framers of the convention met in 1957. The horrors of New York, Bali and Kenya have brought new dimensions, concerns and priorities to civil aviation.

In The Bahamas we have committed and continue to commit significant resources to security upgrade at Nassau International Airport and have under active consideration the upgrade of certain Family Island Airports including Marsh Harbour, Treasure Cay, North Eleuthera, Exuma and San Salvador.

This exercise involves steps to upgrade the regulatory framework for airport security, airport risk assessment and continual training for airport operators, airline employees and all persons involved in aviation.

Additionally the public must be educated to understand the importance of security and safety protocols to our nation well-being and the well-being of other peoples.

I am certain that in your deliberations over the next 3 days you will find that despite our diversity we have much in common and that we have shared objectives and challenges in the future development of international civil aviation.

Your collective talents and experience will no doubt lead to a stimulating and productive encounter from which we will all benefit.

We are most proud that you have selected our country to hold this meeting and conduct your deliberations.

I wish you well.

It is my great pleasure to declare this Sixth Meeting of Directors of Civil Aviation of The Caribbean and the Americas officially opened.

LIST OF PARTICIPANTS

BAHAMAS

Cyril Saunders
Eugene Butler
Joseph Albury
Keith Major
Wendy Major
Ivan Cleare
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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

1.1 Under this Agenda Item, the Meeting determined the status of compliance of the valid conclusions of the previous Meetings of Directors of Civil Aviation of the Central Caribbean. Taking into account that, after holding the C/CAR DCA/4 and C/CAR DCA/5 Meetings, 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, the Meeting considered the cases in which GREPECAS and NACC/DCA conclusions implied superseding some of the C/CAR DCA conclusions. The relevant comments expressed during the Meeting, and the status of compliance with the aforementioned conclusions, which was determined by the Meeting, are shown in the **Appendix** to this part of the Report.

1.2 The Meeting also noted the conclusions of the First North American, Central American and Caribbean Directors of Civil Aviation Meeting, held in Grand Cayman in October 2002 concerning the Central Caribbean.

APPENDIX

STATUS AND COMMENTS OF CONCLUSIONS OF PREVIOUS C/CAR DCAS MEETINGS

AREA	CONCL.	REMARKS
		<u>Valid:</u>
ATM	4/8	
OPS	4/17	
ATM	5/9 b)	Coordination for updating LOAS between Curaçao ACC and Maiquetia ACC, as well as between Curaçao ACC and San Juan ACC, started in this Meeting, in order to include the new separation standard.
ATM	5/16 b)	Bilateral agreements are required between Netherlands Antilles and Colombia to implement the ATS speech circuit Curaçao ACC/Barranquilla ACC. Coordination between Netherlands Antilles and Colombia has started.
CNS	5/20	Conclusion is complemented with GREPECAS Conclusions 10/33 and 11/47, and by paragraph 5.22 of the Report of the C/CAR WG/3 Meeting.
MET	5/23	
MET	5/24	The Meteorological Watch Offices (MWO) should review, on a regular basis, SIGMETs and control procedures, to assure the correct development and issuance of SIGMETs in accordance with the requirements of Table MET3, Part II.
MET	5/25	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 Table MET2 and MET-2A.
GEN	5/26	
GEN	5/27	
CNS	5/30	
		<u>Superseded:</u>
ATM	4/2	By C/CAR DCA Conclusion 6/5.
CNS	4/1	By C/CAR DCA Conclusion 5/19 and GREPECAS Conclusions 10/32, 11/45 and 11/46.
ATM	4/9	By C/CAR DCA Conclusions 5/9 and 8/2.
CNS	4/11	By C/CAR DCA Conclusion 5/20 and GREPECAS Conclusions 10/39 and 11/47.
AIS	4/13	By C/CAR WG Conclusion 3/4.
AIS	4/14	By C/CAR WG Conclusion 3/4.
AIS	4/16	By NACC/DCA Conclusion 1/16.
AGA	5/3	By NACC/DCA Conclusion 1/20.
AGA	5/4	By GREPECAS Conclusion 11/11.
AGA	5/6	By NACC/DCA Conclusion 1/16 and GREPECAS Conclusions 10/55 and 10/56.
AIS	5/7	By C/CAR WG Conclusion 3/4.
AIS	5/8	By NACC/DCA Conclusion 1/20.
ATM	5/10	But item c) was superseded by: <i>"implement the above not later than 27 November 2003 and advise the ICAO NACC Regional Office when said Committee and tracking process are established"</i> .
ATM	5/11	
ATM	5/12	
ATM	5/13	
ATM	5/14	States/Territories are expected to publish their differences in the AIP.

SIXTH MEETING OF DIRECTORS OF CIVIL AVIATION OF THE CENTRAL CARIBBEAN (C/CAR DCA/6)

SUMMARY OF DISCUSSIONS AND CONCLUSIONS

APPENDIX TO AGENDA ITEM 1

1A - 2

AREA	CONCL.	REMARKS
CNS	5/17	By C/CAR WG Conclusion 3/10.
CNS	5/18	By GREPECAS Conclusions 10/20, 10/24 and 11/41.
CNS	5/19	By GREPECAS Conclusion 10/32.
MET	5/21	By C/CAR WG Conclusion 3/12.
MET	5/22	By NACC/DCA Conclusion 1/20.
CNS	5/29	By C/CAR WG Conclusion 2/6, NACC/DCA 1/3 and GREPECAS 11/39.
MCI	5/31	By C/CAR DCA Conclusion 6/10.
GEN	5/32	By NACC/DCA Conclusions 1/1, 1/2 and 1/3 NACC/DCA.
		<u>Finalized:</u>
GEN	4/19	States/Territories have adopted the rotational scheme.
GEN	4/22	CAR DCAs Meeting was held.
AGA	5/1	
AGA	5/2	
AGA	5/5	It was cancelled due to the fact that the initiative was deserted.
ATM	5/9 a) c)	
ATM	5/15	
CNS	5/16 a)	
GEN	5/28	
GEN	5/33	The indicated Meeting was held.

Agenda Item 2

Review of the Summary of Discussions of the Third C/CAR Working Group Meeting

2.1 Under this Agenda Item the Meeting reviewed a summary of the discussions and the Draft Conclusions recommended by the Third Meeting of the C/CAR Working Group held in Curaçao, Netherlands Antilles from 24 to 28 March 2003, presented by the Chairperson and the Secretary of the mentioned Group. Likewise, the Meeting reviewed three working papers presented by the Secretariat that complemented the actions suggested by the above-mentioned group on matters related to air navigation. The results of the main issues dealt with by the Meeting are summarized below.

General matters

Review of previous conclusions/decisions of the Group, as well as of the NACC/DCA/1 Meeting

2.2 In **Appendix A** to this part of the Report, the status of the conclusions issued by the second and third meetings of the Central Caribbean Working Group which were approved and discussed by the Meeting are presented. Likewise, the Meeting made changes to some conclusions to update the completion date. Therefore, the Meeting adopted the following Conclusion.

CONCLUSIÓN 6/1

APPROVAL OF THE CONCLUSIONS OF THE SECOND AND THIRD MEETINGS OF THE CENTRAL CARIBBEAN WORKING GROUP

That,

- a) the Conclusions of the Second and Third Meetings of the Central Caribbean Working Group are approved as presented in Appendix A and the States/Territories of the Central Caribbean should provide support and follow-up to the actions contained therein; and
- b) the C/CAR Working Group also follow-up the compliance of the conclusions mentioned in the above item.

2.3 Likewise, the Meeting considered that the Central Caribbean Working Group should refer its Draft Conclusions to these Meetings of Directors emphasizing the most critical issues and recommending attention priorities. Therefore, the Meeting adopted the following Conclusion:

**CONCLUSION 6/2 ESTABLISHMENT OF PRIORITIES TO THE DRAFT
CONCLUSIONS REFERRED BY THE C/CAR WORKING
GROUP**

That the C/CAR Working Group, when referring its Draft Conclusions to the meetings of Directors of Civil Aviation, add information emphasizing those conclusions whose actions are more critical and establishing priority.

2.4 The Meeting also took note of the main guidelines for the development of air navigation systems prepared by the NACC/DCA/1 Meeting, with the corresponding updated references of the related conclusions. In **Appendix B** to this part of the Report, a table of the mentioned updated guidelines is presented.

Air Navigation deficiencies in the Central Caribbean area

2.5 The Meeting reviewed GREPECAS guidelines on the need for developing action plans for the resolution of their existing deficiencies in the air navigation systems/services by using the format presented in **Appendix C** to this part of the Report. Therefore, approved the following Conclusion.

**CONCLUSION 6/3 DEVELOPMENT OF ACTION PLANS TO SOLVE EXISTING
DEFICIENCIES IN THE CENTRAL CARIBBEAN AIR
NAVIGATION SYSTEMS/SERVICES**

That States/Territories of the Central Caribbean, taking into account GREPECAS guidelines and the format presented in Appendix C, develop their action plans to solve their respective existing deficiencies in air navigation systems/services and submit them to the ICAO NACC Regional Office no later than 28 November 2003.

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

2.6 The Meeting took note that the C/CAR Working Group started identifying and studying CNS/ATM scenarios in the Central Caribbean area.

AGA developments

2.7 The Meeting took note of the present status of aerodrome certification implementation as presented in **Appendix D** to this part of the Report.

AIS/MAP developments

2.8 The Meeting, apart from approving the Conclusions recommended by the C/CAR Working Group on AIS/MAP developments related with the following actions: WGS-84 implementation and follow-up to the WGS-84 inventory questionnaire, implementation of the AIS/MAP Automated Integrated and AIS/MAP Quality Assurance Systems, and other AIS/MAP matters; took note of the status of implementation of the WGS-84, as shown in **Appendix E** to this part of the Report.

2.9 The Meeting also adopted the following Conclusion:

CONCLUSION 6/4 TOP PRIORITY SUPPORT TO ACHIEVE IMPLEMENTATION OF THE AIS/MAP AUTOMATED INTEGRATED SYSTEM AND AIS/MAP QUALITY ASSURANCE SYSTEM IN THE CENTRAL CARIBBEAN STATES/TERRITORIES

That,

- a) The States/Territories in the Central Caribbean, in order undertake actions towards the effective implementation of the AIS/MAP Automated Integrated System and AIS/MAP Quality Assurance System in the Central Caribbean, and taking into account the problems that the AIS/MAP deficiencies represent, agree:
 - 1. to develop a project within the ICAO Technical Cooperation Programme aimed to solving the deficiencies and improving the Aeronautical Information processes focusing on the effective implementation of the AIS/MAP Automated Integrated System and AIS/MAP Quality Assurance System; and
 - 2. that the project mentioned in paragraph 1 above would have the work developed by Cuba and COCESNA in their respective systems as the framework; and
- b) the ICAO Regional Office develop a Technical Cooperation Project Document and submit it for consideration by the Civil Aviation Administrations no later than 30 September 2003.

ATM Developments

2.10 The Meeting, apart from approving the Conclusions recommended by the C/CAR, Working Group on the following ATM matters: ATS routes, RVSM implementation, Civil/Military coordination, letters of agreement between the Central Caribbean ACCs and units of the adjacent airspace, ATS Contingency Plan for the Central Caribbean, ATS Quality Assurance Programmes, ATS incidents investigation and review of SSR Code Assignment System; took note of the results of the work of the C/CAR Working Group on ATS routes as summarized in **Appendix F**, as well as the need to complete the list of contacts presented in **Appendix G**. The Meeting also adopted the following conclusions:

CONCLUSION 6/5 CONTINUATION OF THE STUDIES ON PROPOSED ATS ROUTES SEGMENTS

That the C/CAR Working Group continue its studies on the Group of ATS routes based on the information contained in Appendix F.

**CONCLUSION 6/6 ATTENTION AND PRIORITY SUPPORT TO THE
DEVELOPMENT OF THE ATS QUALITY ASSURANCE
PROGRAMMES AND ATTENTION TO THE ATS INCIDENT
REPORTS IN THE CENTRAL CARIBBEAN**

That,

- a) the States/Territories of the Central Caribbean,
 - 1) prioritize the support for the development of their respective ATS quality assurance programmes, and send it to the ICAO Regional Office by 30 June 2004; and
 - 2) pay special attention to the research and evaluation of ATS incident reports; and
- b) ICAO NACC Office continue assisting the States/Territories/International Organizations to improve their Quality Assurance Programmes and their ATS Incident notification and evaluation programmes.

CNS developments

2.11 The Meeting noted and approved the Conclusions recommended by the C/CAR Working Group on the following CNS matters: support for the ICAO position at the ITU WRC-2003; review of the FASID CNS Tables, improvement of the VHF AMS communication coverage; review of the status of AFS communications; implementation of ATN ground portion; GNSS implementation; updating of the radar surveillance Plan concerning the Central Caribbean; and implementation of radar data exchange between ATS units.

MET developments

2.12 The Meeting, apart from approving the Conclusions recommended by the C/CAR Working Group on MET developments regarding the following matters: actions to solve the problems affecting OPMET information exchange and assistance for the development and diffusion of SIGMET messages, updating of FASID Tables MET 2 and MET 2A, training needs for MET personnel and transition plan for the final phase of WAFS in the CAR/SAM Regions; took note on the WAFS requirements for the final phase in the CAR/SAM Regions as presented in **Appendix H**. Likewise, the Meeting was informed that the format specified by ICAO in Annex 3 for the dissemination of tropical cyclone advisories issued by the Tropical Cyclone Advisory Centre (TCAC) Miami, was adopted and is already being used. Therefore, the Meeting adopted the following Conclusions:

**CONCLUSION 6/7 IMPLEMENTATION OF THE UPDATED PROGRAMME FOR
THE TRANSITION PLAN TO THE FINAL PHASE OF THE
WAFS IN THE CAR/SAM REGIONS**

The C/CAR States/Territories are urged to prioritize the efforts in order to:

- a) implement the STAR 4 workstation replacement capable of receiving and sending information in operational way through TCP/IP by January 2004; and
- b) comply with the transition plan towards the final phase of WAFS in the CAR/SAM Regions shown in Appendix H and follow-up on the results of the Sixth Meeting of the Aeronautical Meteorology Subgroup (AERMETSG/6) and other subsequent GREPECAS recommendations.

CONCLUSION 6/8 ACTIONS TO USE THE NEW ICAO FORMAT ON TROPICAL CYCLONE ADVISORY

That, the Civil Aviation Authorities, in coordination with the Meteorological Authorities of the Central Caribbean States/Territories be prepared to receive and use the new tropical cyclone advisory message issued by TCAC Miami in accordance with Amendment 72 to ICAO Annex 3-WMO *Technical Regulations [C.3.1]*.

Review of the Terms of Reference and Work Programme of the C/CAR WG

2.13 The Meeting also approved the updated Terms of Reference and Work Programme of the C/CAR Working Group as shown in **Appendix I**. Moreover, the Meeting noted the concerns transmitted by the C/CAR Working Group on the fact that during the C/CAR WG meetings held to date, no MET nor SAR experts have participated from the C/CAR States/Territories, which has made difficult dealing with important MET and SAR tasks. With regard to the problem of developing MET tasks, the Meeting considered that it would be appropriate to activate a MET Task Force subordinated to the Central Caribbean Working Group. On this matter, Cuba offered to designate a MET expert to work in this new group and it recommended the use of electronic communication means in order to minimize the need for meetings. Therefore, the Meeting, considering the importance and the existence of several deficiencies in the MET systems and services of the Central Caribbean, adopted the following Conclusion:

CONCLUSION 6/9 ATTENTION TO THE IMPLEMENTATION OF AERONAUTICAL METEOROLOGICAL DEVELOPMENT-RELATED TASKS IN THE CENTRAL CARIBBEAN

That,

- a. the C/CAR Working Group activate the C/CAR MET Task Force to foster the development of MET tasks, using mainly electronic communication means amongst its members for development and coordination; and
- b. Civil Aviation Authorities of the C/CAR States/Territories, in coordination with their respective Meteorology authorities, make all efforts to support the work of the Task Force mentioned in item a) above.

2.14 The problem of dealing with SAR tasks was considered under Agenda Item 3 of this Report.

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 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 RESPONSES TO THE 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 31 October 2003.	States/Territories		Ongoing	Approved 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 30 September 2003.	States/Territories	The ICAO NACC Office has not received missing nominations	Ongoing	Approved. Nominate the contact 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 28 November 2003.	States/Territories/International Organizations	Information has not been completely received in the ICAO NACC Regional Office	Ongoing	Approved 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

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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

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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

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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						

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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				

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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

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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

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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/IWG	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						

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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 TO THE REPORT ON AGENDA ITEM 2

Date/Fecha:[illegible]

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	●		
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.**

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

TASKS TO BE COMPLETED TO SUPPORT TRANSITION TO THE FINAL PHASE OF WAFS IN THE CAR/SAM REGION

Task	Description of task	Date
1	WAFC Washington to provide global grided W/T data in GRIB code	Completed
2	WAFC Washington to produce SWH charts	Completed
3	ICAO NACC and SAM Regional MET officers survey states ability to produce wind/temperature charts from GRIB data for the purpose of assessing training needs.	Completed
4	ICAO to coordinate with States and users if there is validated regional requirement for SWM Charts for limited geographical area.	Completed
5	U.S. to provide BUFR decode software to the workstation manufactures	Completed
6	Provide the technical functionality specifications for the purpose of acquiring new WAFS workstations	Completed
7	Buenos Aires and Brasilia RAFC close	Completed
8	States to initiate a process to procure new workstations, service agreements, and training to support these stations with a planned installation of workstations by November 2003.	Ongoing
9	Establishment of back-up distribution arrangements for WAFS products	Completed
10	Provision of test BUFR coded SIGWX via File Transfer Protocol Server (FTP) to selected States for testing	Completed
11	Satellite distribution of global SWH and SWM for limited geographical areas in BUFR format	mid-September 2003
12	Training in the operational conversion of GRIB to wind and temperature charts and BUFR to significant weather charts at Regional seminars	October 2004 – March 2005
13	States have the ability to operate the decoding and presentation software to convert GRIB forecasts into operational wind and temperature charts and BUFR SIGWX forecasts into operational significant weather charts	March 2005
14	Removal of T4 wind and temperature and SIGWX products from satellite broadcast	1 July 2005
WAFS Transition Completed		1 July 2005

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APPENDIX I

UPDATED 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 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.

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 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 deficiencies affecting international civil aviation 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 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 associated with solutions to 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 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.

Meteorology (MET)

To study MET issues and recommend actions to be implemented, 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 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 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, promote, contribute to the coordination and propose relevant actions for the implementation of AIS/AGA/ATM/CNS/MET/SAR requirements established in the CAR/SAM ANP.	A	Permanent	C/CAR WG
2	Review, propose actions and follow-up the implementation of 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 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 maintaining up-to-date the domestic CNS/ATM Implementation Plans for the Central Caribbean States/Territories.	A	Permanent	C/CAR WG
5	Review Letters of Agreement of ACCs in the Central Caribbean and adjacent FIRs, contribute to the coordination and 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/4	ATM 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/4	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/4	C/CAR WG, Secretariat
9	Identify, evaluate and recommend actions to improve matters relating to operational safety in international Central Caribbean airport movement areas resulting from deficiencies in the AGA, ATS, CNS and OPS .	B	C/CAR WG/ 5	C/CAR WG

SIXTH MEETING OF DIRECTORS OF CIVIL AVIATION OF THE CENTRAL CARIBBEAN (C/CAR DCA/6)
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No.	Task	Priority	Completion	Responsible
10	Study ATS incidents and propose the implementation of ATS quality assurance programmes in the Central Caribbean.	A	C/CAR WG/4	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/5	C/CAR WG
12	Study and propose solutions to the use of non-standard ATS phraseology and especially of the English language for the non-English speaking States in the Central Caribbean.	A	C/CAR WG/4	C/CAR WG, Secretariat
13	Recommend the necessary actions to develop and assist States/Territories with implementing an AIS Automation Plan and, developing the relevant databases..	A	C/CAR WG/4	C/CAR WG, Secretariat
14	Carry out the coordination, assistance and follow-up of the implementation of a standard AIS/MAP Quality Assurance System, in the Central Caribbean States/Territories.	A	C/CAR WG/4	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/4	C/CAR WG
16	Assist and contribute to the coordination among the C/CAR States/Territories for the implementation of radar data sharing in the Central Caribbean.	B	C/CAR/WG/5	Radar Data Sharing Task Force
17	Review the VHF AMS (R) communications coverage in the Central Caribbean airspace and recommend actions for its development.	A	C/CAR WG/4	VHF/AMS Coverage Task Force
18	Contribute to the coordination and follow-up of the total 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 information published in the AIPs.	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	Assist and contribute to the coordination and follow-up of the implementation of VHF air-ground data links (VDL).	B	To be determined	To be determined
21	Propose a C/CAR subregional action plan for the implementation of ATN and its applications, contributing to its coordination and follow-up..	B	To be determined	C/CAR WG
22	Identify and study ATM and CNS scenarios in the C/CAR Subregion with a view to improving and implementing these systems/services.	A	C/CAR/WG/5	C/CAR/WG
23	Develop a C/CAR CNS/ATM Implementation Subregional Plan	B	C/CAR/WG/5	C/CAR WG
24	Follow up the 10 minute and/or 80 NM RNAV longitudinal separation.	A	C/CAR WG/4	Secretariat

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 chairperson 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 be elected as vice-chairperson of the corresponding meeting.

The chairperson 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.

Agenda Item 3

Mass Casualty Incidents (MCI) and Search and Rescue (SAR) matters

3.1 Under this Agenda Item, the Meeting received a report from the Central Caribbean MCI/SAR Task Force, as well as a working paper from the Secretariat. Based on the above, the Meeting took note on the progress reached by the MCI/SAR Task Force on the development of its tasks consisting mainly on the following achievements:

- A database with the available resources in the Central Caribbean area was developed;
- Information on the focal points in each State/Territory;
- A proposal for the methodology for the establishment of a Regional Focal Mechanism; and
- A proposal for a regional response activating system.

3.2 Also, the Meeting took note that in spite of the efforts carried out by the MIC/SAR Task Force, its work has been hindered due to the lack of quorum in the meetings that were convened.

3.3 With respect to Search and Rescue (SAR) tasks, the Meeting also took note that the C/CAR Working Group had assigned SAR tasks in its work programme constituting a duplicity in tasks assignment due to the fact that both groups reported their work to these Directors of Civil Aviation Meetings. Likewise, recalled that the Chairman of this last Group when presenting his report under Agenda Item 2 of this Meeting, informed that up to now the C/CAR Working Group had not been able to perform its SAR tasks due to the fact that SAR specialists normally do not attend its meetings.

3.4 The Meeting, noted the effort and difficulties to perform the abovementioned SAR tasks, and taking into account the importance that the C/CAR States/Territories comply with the Table SAR 1 requirements contained in the CAR/SAM ANP FASID, considered that efforts of the C/CAR States/Territories Civil Aviation Administrations should be increased in order to improve the Search and Rescue Plans (SAR) and the coordination among States/Territories in compliance with the International Civil Aviation Chicago Convention, recommending the priority need of adopting appropriate actions for the homogeneous development and implementation of this service in the Central Caribbean.

3.5 Regarding mass casualty incidents (MCI), the Meeting recalled that, even though MCI matters are usually not dealt with by ICAO, the Second Meeting of Directors of Civil Aviation of the Central Caribbean decided to create a C/CAR MCI/SAR Task Force.

3.6 The Meeting, taking into account that CDERA, with the assistance of PAHO, is coordinating the development of a Regional Eastern Caribbean Civil Aviation Mass Casualty Incident Response Plan, and considered it convenient to join efforts of the Central Caribbean and Eastern Caribbean States/Territories on the development of MCI matters.

3.7 Taking into account the facts and considerations expressed in the above paragraphs, as well as the convenience of not to continue increasing the creation of task forces, the Meeting adopted the following Conclusion:

**CONCLUSION 6/10 REORGANIZATION OF THE WORK AND ATTENTION TO
THE IMPLEMENTATION OF MCI AND SAR PLANS IN THE
CENTRAL CARIBBEAN**

Taking into account the important need of improving and performing search and rescue (SAR) and mass casualty incident (MCI) response plans in the Central Caribbean, it was agreed that:

- a) through the ICAO NACC Regional Office, the Central Caribbean States/Territories be requested to combine the development of the MCI activities of the Central and Eastern Caribbean into one Task Force, renaming the existing MCI Task Force in the Eastern Caribbean the CAR MCI Task Force;
- b) if action described in item a) above is accepted, the C/CAR MCI/SAR Task Force combine its MCI efforts with the Group renamed as CAR MCI Task Force;
- c) the C/CAR States/Territories send SAR contributions and experts to the Central Caribbean Working Group so that this Group may develop the SAR tasks assigned;
- d) the offer of Venezuela to participate in the SAR work was accepted; and
- e) the C/CAR Working Group inform on the status of the results of its work on SAR tasks to the next meeting of C/CAR DCAs.

Agenda Item 4

Safety Oversight matters

4.1 The Meeting received updated information on the ICAO Global Aviation Safety Plan, the ICAO Universal Safety Oversight Audit programme (USOAP) as well as on the status their corresponding follow-up missions.

4.2 Information was also provided on the expansion of USOAP to include ICAO Annexes 11, 13 and 14 and the process elements of the audits, including the preparatory work, development of audit documentation, and the conduct and organization of the audits.

4.3 The Coordinator of the Regional Aviation Safety Oversight System (RASOS) presented a report on the activities following the First North American, Central American and Caribbean Directors of Civil Aviation Meeting. (NACC/DCA/1) held in Cayman Islands in October 2002. It was reminded that the Association of Civil Aviation Authorities, through its board of Directors, had developed its rules of procedure including the definition of the relationship for the RASOS Office system coordinator. RASOS was created to bring the Region to a higher level in all areas of aviation safety, sharing technical expertise, technical resources, safety information and to harmonize safety standards, inspection procedures, etc.

4.4 The report covered the system of funds through CARICOM by member States and those from Canada and FAA, and the initial steps towards strengthening the coordination support and active participation of the members as well as the completion of the setup for the RASOS Coordinator Office in Jamaica (including communication equipment). A record filing system was created as well as a work planning template for inspection and surveillance. An assessment of member authorities' needs (including training) was also completed.

4.5 Significant assistance was provided by the FAA with technical experts on an on-going basis since January 2003, as well as the funding support for training in all related areas of Licensing, Operation and Airworthiness. Harmonization of Standards, procedures, inspector guidance material and inspector training. A Power Point presentation by United States included detailed information.

4.6 The benefits that could be obtained from the European Union in the development of a sub-regional safety oversight as it is being done by the Andean Community was also presented to the Meeting through an Information Paper.

4.7 The Meeting also received information in respect to the FAA's support to Central America and the Caribbean and the South American Regions for the expansion of ICAO USOAP. The information described some of the specific activities the FAA is carrying out as part of its overall strategy to help the Regions with Airport Certification Training Requirements, including seminars, aerodrome certification inspector training courses and planned ICAO/FAA workshops.

4.8 Also, the Meeting received an Information Paper presenting an updated review of the activities of the International Financial Facility for Aviation Safety (IFFAS) with the aim to encouraging States/Territories to support and join if possible this important initiative.

4.9 Following the review of this information, the Directors of Civil Aviation formulated the following Conclusion:

CONCLUSION 6/11 PREPARATORY WORK FOR THE COMPLIANCE OF THE ICAO GLOBAL AVIATION SAFETY PLAN (GASP), AND FOR THE EXPANSION OF THE ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP) IN THE CENTRAL CARIBBEAN

The Directors of Civil Aviation of the C/CAR States/Territories agree to carry out the following preparatory activities in order to comply with the GASP, and to expand USOAP activities to ICAO Annexes 11, 13 and 14:

- a) to review and adopt preparatory measures for the compliance and implementation of the GASP, its complementary programmes, and for the ICAO USOAP expansion to ICAO Annexes 11, 13 and 14 and related SARPs;
- b) to ensure the participation of safety personnel in seminars, workshops and other events that are being planned in the Region, regarding these issues;
- c) take note of the importance of the timely submission of the Audit Questionnaires to SOA (Safety Oversight Audit Section), as well as the quality of the information submitted; and
- d) based on the deficiencies and differences between ICAO Annexes and national regulations noted during the audits, to elaborate Action Plans to remedy the detected safety problems.

Agenda Item 5: Aviation Security (AVSEC) matters

5.1 The Meeting took note through WP/09 of a progress report on the execution of the Regular Programme and the AVSEC Mechanism activities, as well as the Universal Security Audit Programme (USAP), and the Regional AVSEC activities; including the GREPECAS AVSEC Committee.

5.2 The Meeting was reminded on the recent activities in the AVSEC fields following Resolution A33-1 - *Declaration on misuse of civil aircraft as weapons of destruction and other terrorist acts involving civil aviation*, comprising the work of the AVSEC Panel to review Annex 17 and its continuous work to address new and emerging threats as well as the documentation, training and administration of audits.

5.3 It was also reminded that Security concerns during the ICAO AVSEC audits will be addressed in the form of direct and immediate assistance under the AVSEC Mechanism, as well as through Technical Cooperation for longer-term projects.

5.4 An information paper which included the developments and the programme that Colombia is undertaking on airport security for the benefit of international travellers and an offer to cooperate closely with Caribbean States and ICAO was presented to the Meeting.

5.5 The Meeting received information through IP/12 regarding the United States Transportation Security Administration (TSA). The information indicated that TSA is responsible for protecting aviation, maritime, land and other transportation systems in the United States, to ensure freedom of movement for people and commerce.

5.6 Taking into account the information presented to the Meeting., the Directors agreed to the following Conclusion:

CONCLUSION 6/12 AVIATION SECURITY

That the States and Territories of the Central Caribbean Region agree to:

- a) take advantage of ICAO AVSEC courses with the participation of its corresponding personnel;
- b) adequately prepare to receive the ICAO USAP AVSEC Audits; and
- c) support the GREPECAS AVSEC Committee activities and results.

Agenda Item 6

Technical Cooperation development activities

6.1 Under this Agenda Item, the Meeting was informed on the activities of technical cooperation projects related with CNS/ATM in the Region. In this respect, the activities of the Project RLA/98/003 – *Transition to the CNS/ATM Systems in the CAR/SAM Regions*, the UNDP/ICAO RLA/00/009 Project - *GNSS Augmentation Test (CSTB)*, the Project RLA/ 03/902 – *EGNOS trials in the CAR/SAM Region*, and the Draft Project RLA/03/000 – *MEVA II Digital Network Implementation* were reviewed.

6.2 The Meeting was also presented with additional detailed information papers by United States on the status of the United States Wide Area Augmentation System (WAAS), by Colombia on the status of GALILEO and EGNOS Programmes and with information by the Secretariat on the recent conference held in Antigua, Guatemala on the Global Navigation Satellite System EGNOS/GALILEO in the CAR/SAM Regions and on the results of the recently held MEVA/9 Meeting.

6.3 It was recognized that ICAO will continue to coordinate and supervise the worldwide implementation of the CNS/ATM systems, in accordance with the air navigation regional plans and the global plan and will facilitate the provision of assistance to States, in connection with the technical, financial, management, legal and cooperation aspects of the implementation of both CNS/ATM Systems.

6.4 The Meeting took note of the participation of the Caribbean Region's Officers in the activities of the Technical Cooperation Projects indicated above, and recognized that for a coordinated and harmonious global implementation and to obtain fast benefits for the States, users and suppliers, the development of technical cooperation programmes continue to be necessary to achieve an effective implementation and an efficient exploitation of the CNS/ATM systems.

6.5 The importance that States that are under conditions to do so, provide assistance in connection with the technical, financial, management, legal and cooperation aspects for the implementation to those States that so require was also emphasized.

6.6 Based on the information presented under this Agenda Item, which emphasizes the importance of developing technical cooperation projects for the effectiveness of the CNS/ATM systems implementation, the Directors formulated the following conclusion:

CONCLUSION 6/13

ADHERENCE TO REGIONAL TECHNICAL COOPERATION PROJECTS RELATED TO THE CNS/ATM SYSTEMS IMPLEMENTATION.

That, in order that the States/Territories carry out actions that allow the national and regional implementation plans of the CNS/ATM systems to be developed in an integrated, harmonized and homogeneous way, the Director Generals of Civil Aviation of the Central Caribbean agree to consider:

- a) supporting the operational, administrative and financial cooperation among the States/Territories, in view of the high capacity and cost of the new technology, in order to implement the CNS/ATM concept;
- b) keeping the Administration personnel updated with state-of-the-art technology involved in the CNS/ATM systems implementation, considering that the technical cooperation projects facilitate the means to achieve this objective;
- c) participating in the programmed activities for homogeneous implementation of the CNS/ATM elements within the existing technical cooperation projects; and
- d) the adherence to the technical cooperation projects currently in force on CNS/ATM Systems implementation, the RLA/98/003 “Transition to the CNS/ATM Systems and RLA/03/902 “EGNOS trials in the CAR/SAM Region”, and to develop new projects, in order to achieve harmonized and joint solutions in the CAR Region.

Agenda Item 7

Other Business

Technical Courses provided by Colombia

7.1 Under this Agenda item, the Meeting was informed on technical courses provided by Colombia in Administration, Management, Engineering, Aerodromes and Communications from which further information may be obtained from the Special Administrative Unit of the Civil Aviation Authority of Colombia through its Training Center.

Concern of the C/CAR States/Territories with the current situation of shortage of personnel in the ICAO NACC Regional Office

7.2 On a different issue dealt with by the Meeting, a proposal was made and supported by the majority of the participants to include a conclusion under this Agenda Item in respect of the concern of States/Territories attending the Meeting with the current situation of shortage of personnel in the NACC Regional Office, and in particular with the absence of a designated ATM Officer who is required to give continuity of the work needed in the CAR Region in this field. The Secretariat provided information to the Meeting in respect of the present ICAO's budget situation, as was presented in detail by the Secretary General during the recent meeting of the Executive Committee of the LACAC held in Varadero, Cuba in June 2003, as well as the recent impact on the NACC Regional Office in respect of to personnel supporting its work. The Meeting agreed on the following Conclusion.

CONCLUSION 6/14

PERSONNEL IN THE NACC REGIONAL OFFICE

That,

- a) the NACC Regional Office send a letter to ICAO HQs indicating the concern of the NAM/CAR States attending the Sixth Meeting of the Directors of Civil Aviation of the Central Caribbean in respect to the deterioration of the level of personnel to support the activities of the NACC Regional Office, and therefore the capability of the Office to support States/Territories of the North American, Central American and Caribbean Regions; and
- b) the States of the NAM/CAR Regions having representation in the ICAO Council express in the Council, on behalf of the States/Territories attending this Meeting, the concern indicated in paragraph a) above

Concern on action taken by the European Community to negotiate present individual bilateral Air Transport agreements with States

7.3 The Meeting also discussed under this Agenda Item, the concern expressed during the recent meeting of the Executive Committee of the LACAC held in Varadero, Cuba in June 2003, in respect to the action taken by the European Community to negotiate present individual bilateral Air Transport agreements with States. Considering that a similar action had been taken by the LACAC Member States to create a group of high level experts on Air Transport matters to present a common strategy to deal with this new type of multilateral agreements, the Meeting therefore agreed to formulate the following conclusion:

CONCLUSION 6/15 CARIBBEAN HIGH LEVEL AIR TRANSPORT EXPERT GROUP

That the NACC Regional Office inform States of the CAR Region in respect of the urgent need from those States having bilateral Air Transport Agreements with European States to form a High Level Air Transport group of experts to study common strategies to deal with the proposed multilateral agreements with the European Community.

Venue of the next C/CAR DCA Meeting

7.4 In respect to the venue for the next C/CAR DCA's meeting, the Secretariat reminded the participants on the established rotational scheme for holding these meetings. In view that it was not possible at this time to obtain the commitment the next State in sequence; the United States, at the time of the closing of this agenda item, the meeting took note that in accordance with the normal procedure, the NACC Regional Office will follow up on this matter and inform the C/CAR DCAs accordingly.