



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

**Nineteenth Meeting of Directors of Civil Aviation of the Eastern Caribbean
(19th E/CAR DCA)**

Christ Church, Barbados, 6 to 9 December 2004

19th E/CAR DCA-WP/02

21/09/04

Agenda Item 2:

Follow-up matters

2.1 Valid Conclusions/Decisions of previous E/CAR/DCA and other meetings relevant to the E/CAR area

STATUS OF E/CAR DCA MEETINGS CONCLUSIONS

(Presented by the Secretariat)

SUMMARY
This Paper provides the Meeting with a status report on Conclusions from the previous relevant meetings.
References: • Report of the Seventeenth Meeting of Directors of Civil Aviation of the Eastern Caribbean, Trinidad and Tobago, 4 to 7 December 2001. • Report of the Eighteenth Meeting of Directors of Civil Aviation of the Eastern Caribbean, Port of Spain, Trinidad and Tobago, 9 to 12 December 2003. • Report of the GREPECAS/12 Meeting (Havana, Cuba, 7-11 June 2004) • Report of the North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/1) (Grand Cayman, Cayman Islands, 8-11 October 2002).

1. Introduction

1.1 This paper presents to the Meeting the outstanding conclusions from previous E/CAR DCA and other relevant meetings for their review and to establish which have been completed, superseded or remain valid.

2. Discussion

2.1 **Appendix A** to this Working Paper contains the outstanding Conclusions from previous E/CAR DCA meetings with an indication of the current status of each one. It is noted that some of the Conclusions will be addressed in other Agenda Items of this Meeting, as indicated.

2.2 **Appendix B** to this Working Paper presents the Conclusions adopted by the GREPECAS/12 meeting for the Meeting's information, review and appropriate action. It is noted that the Conclusions have been reviewed by the ICAO ANC and are subject to approval by the Council. Nevertheless, States may advance their implementation by taking appropriate action.

2.3 The Directors of Civil Aviation of the E/CAR Region are also invited to review **Appendix C** to this Working Paper, to take note and comment on the relevant Conclusions adopted by the NACC/DCA/1 Meeting and implement the appropriate action.

3. **Suggested Action**

3.1 The Meeting is requested to review each Conclusion listed in Appendix A, note its status, and determine the necessary outstanding action to be taken.

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STATUS OF E/CAR DCA MEETINGS CONCLUSIONS

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
ATM	CONCLUSION 18/1 IMPLEMENTATION OF AN ATS QUALITY ASSURANCE PROGRAMME That, a) States/Territories/ATS Service Providers within the E/CAR sub-region develop and implement an ATS Quality Assurance Programme with associated supporting documents. The Programme should outline the purpose, goals, objectives and responsibilities of the programme, and b) each ATS unit should establish such a programme.	States/Territories	GREPECAS/12 Meeting, through its Conclusion 12/26 set December 2006 to complete QA Programmes. The ICAO NACC Office sent e-mail EMX084 dated 14 January 2004 requesting status of the programmes. The Meeting is expected to update this information.	Valid
MET/ ATM/ CNS/ AIS/ SAR	CONCLUSION 18/2 TRAINING FOR MET/ATS/CNS/AIS/SAR PERSONNEL That, the Directors of Civil Aviation of the E/CAR organise a series of training activities for ATS/CNS/AIS/SAR and aeronautical meteorological personnel covering the following issues: a) operational coordination procedures concerning the provision of aeronautical MET service; b) respective roles and responsibilities of ATS/CNS/AIS/SAR units and meteorological offices in the provision of aeronautical MET service; and c) interpretation of aeronautical meteorological products available to ATS/COM/AIS/SAR units and meteorological offices, in order to ensure the safety of aircraft operations.	States/Territories	a) States to report No actions regarding AIS have been known in this regard.	Valid
MET	CONCLUSION 18/3 OPMET INFORMATION EXCHANGE IN E/CAR STATES That, a) the Directors of Civil Aviation of the E/CAR Region implement, as soon as possible, the establishment of coordination committees among AIS/ATM/CNS/MET units; and b) the E/CAR/IWG establish quality control mechanisms for OPMET exchange messages.	States/Territories E/CAR WG	a) States to report b) This matter was included in the E/CAR WG working arrangements for action	Valid
GEN	CONCLUSION 18/4 WAR RISK INSURANCE Recognizing the importance of the issue of War Risk Insurance, particularly for developing States, the Directors of the Eastern Caribbean request that ICAO conduct briefing exercises, Workshops or Seminars, on War Risk Insurance matters, in order that States may be fully apprised of the merits of application of Globaltime to their particular circumstances.	ICAO	ICAO unable to provide event due to financial constraints.	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
AIS	CONCLUSION 18/5 PROCEDURES FOR THE USE OF E-MAIL BY AIS UNITS That the E/CAR/IWG, through the AIS Committee and considering guidance available from ICAO, establish procedures for the use of E-mail by AIS Units in States/Territories.	E/CAR AIS Committee	Since ICAO is developing guidance material for the use of the Internet, it is recommended to await. Await this information and consider this conclusion complete.	Completed
ATM	CONCLUSION 18/6 IMPLEMENTATION OF FL245 IN THE PIARCO FIR That, in support of the principle for the modification of the plane of division between the lower and upper airspace throughout the PIARCO FIR, Trinidad and Tobago analyze the impact on operational matters and lateral airspace changes resulting from the raising of the lower airspace in the entire PIARCO FIR to FL245.	Trinidad and Tobago		Valid
ATM	CONCLUSION 18/7 COMMON TRANSITION ALTITUDE FOR THE E/CAR REGION That; a) IFALPA prepare and send to ICAO a proposal for a common transition altitude for the E/CAR region; b) ICAO circulate the proposal to States/Territories for comments to be discussed at the 28 th E/CAR/IWG Meeting; and c) E/CAR/IWG, through its ATM Committee, analyse the proposal and submit recommendations to the 19 th Meeting of E/CAR DCAs.	IFALPA ICAO ATM Committee	ICAO Secretariat provided guidelines. The Chairman of the ATM Committee and IFALPA should present progress on this matter.	a) Valid b) Completed c) Valid
SAR	CONCLUSION 18/8 SEARCH AND RESCUE PLANNING That, a) States/Territories provide copies of their respective National SAR Plans to the E/CAR SAR Committee by 30 March 2004 ; b) States/Territories review the SAR Operations Costs presented in Appendix A to this part of the report, establish how these costs could be covered and provide this information to the E/CAR SAR Committee for further analysis by 30 June 2004 ; and c) E/CAR SAR Committee prepare a programme for a table-top exercise of the E/CAR Regional SAR Plan to be presented at the 19 th E/CAR DCA Meeting for consideration and approval.	States/Territories E/CAR SAR Committee	The Chairman of the E/CAR SAR Committee is expected to present information on the progress achieved.	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
AGA	CONCLUSION 18/9 CARIBBEAN REGIONAL CIVIL AVIATION ACCIDENT MASS CASUALTY INCIDENT RESPONSE PLAN (CAAMCIRP) That, a) E/CAR States/Territories review the draft Eastern Caribbean Civil Aviation Accident Mass Casualty Incident Response Plan (E/CAR CAAMCIRP), included in Appendix B to this part of the report, and provide any comments to the E/CAR SAR Committee for the final revision by 30 June 2004; b) CDERA, in collaboration with PAHO, coordinate the development of the expanded Caribbean Regional Civil Aviation Accident Mass Casualty Incident Response Plan (CAAMCIRP) for its member States in the Caribbean Region, to be completed by October 2004; c) the MCI part of the C/CAR MCI/SAR Task Force and the E/CAR MCI Task Force be combined to become the Caribbean MCI Task Force, with PAHO as Rapporteur, which will report to the C/CAR and E/CAR DCAs; d) C/CAR and E/CAR States, ICAO, PAHO, RSS and the USCG actively support CDERA and the Caribbean MCI Task Force in its related activities, as required; e) CDERA consider the establishment of MOUs/LOAs with CDERA non-member States in the Caribbean Region to incorporate them in the coverage of the Caribbean Regional CAAMCIRP; and f) CDERA, through ICAO, provide IACL the communications requirements to enable the consideration of the provision of an E/CAR Digital AFS Network node to CDERA, the coordinator of the CAAMCIRP.	States/ Territories(SAR Committee/ CDERA	a) SAR Committee to report b) CDERA to report c) Complete d) Valid e) CDERA to report f) CDERA/IACL to report	Valid
CNS/ MET	CONCLUSION 18/10 FOLLOW-UP MEETING ON THE IMPLEMENTATION OF THE RECOMMENDATIONS FORMULATED IN THE COM/MET SIP SECOND PHASE REPORT FOR THE CAR REGION That the Directors of Civil Aviation of the E/CAR ensure that the COM and MET specialists from the respective States/Territories attend the follow-up meeting on the implementation of the recommendations of the COM/MET SIP second phase scheduled for 2004, tentatively in Barbados.	States/Territories	The Meeting is scheduled to be held in Barbados, 2-3 December 2004. but was cancelled due to lack of participants..	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
MET	CONCLUSION 18/11 SURVEY QUESTIONNAIRE ON THE CURRENT STATUS OF IMPLEMENTATION OF THE COM/MET SIP SECOND PHASE, RECOMMENDATIONS That, the Eastern Caribbean States/Territories complete the Survey Questionnaire on the current status of implementation of the relevant COM/MET SIP recommendations and to submit it to the ICAO NACC Regional Office by a date to be specified.	States/Territories	The survey questionnaire was forwarded to the concerned States. Responses received from Barbados, Cuba, France and Trinidad and Tobago. Replies from other E/CAR States outstanding and required.	Completed
CNS/ ATM	CONCLUSION 18/12 UPDATED INFORMATION FOR THE E/CAR ATM/CNS IMPLEMENTATION PLAN That States/Territories/International Organizations in the E/CAR provide electronic copies of or updated information on their respective latest National ATM/CNS Plans to the E/CAR Regional ATM/CNS Committee by no later than 15 February 2004 in order to update the E/CAR ATM/CNS Implementation Plan for presentation to the GREPECAS ATM/CNS Subgroup Meeting scheduled to be held in Rio de Janeiro, Brazil from 15 to 19 March 2004.	States/Territories International Organizations	The Draft E/CAR ATM/CNS implementation Plan was presented at the ATM/CNS/SG/3 Meeting. Nevertheless, the E/CAR WG should review and update the mentioned plan. It is expected that E/CAR States/Territories will complete and present their National ATM/CNS Plan.	Valid
CNS	CONCLUSION 18/13 E/CAR DIGITAL AFS NETWORK ACTION PLAN AND MONTHLY ACTIVITIES AND PROGRESS REPORTS That IACL provide by 17 December 2003, to each E/CAR Director of Civil Aviation an Action Plan, with appropriate timelines, on the process for the change over of the management of the E/CAR Digital AFS Network from TSTT to Cable and Wireless and thereafter Monthly Activities and Progress Reports.	IACL	This issue was reviewed by S-E/CAR CNS Meeting. Cable and Wireless took on the management of the network. To be discussed under Agenda Item 3.1.	Superseded by Draft Conclusion 1 of the S-E/CAR CNS Meeting.
CNS	CONCLUSION 18/14 SPECIAL E/CAR CNS MEETING The Directors of Civil Aviation agree to the holding of the Special E/CAR CNS Meeting to: - deal with Communications, Navigation and Surveillance matters in the Eastern Caribbean, including interoperational issues of the E/CAR Digital AFS Network with other networks, and - be hosted by Trinidad and Tobago at a date in 2004 to be coordinated by the ICAO NACC Office.	States/Territories	The S-E/CAR CNS Meeting was held in Port of Spain, 20 to 22 October 2004. To be discussed under Agenda Item 3.1.	Completed

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
GEN	CONCLUSION 18/15 ACTION PLANS FOR THE RESOLUTION OF DEFICIENCIES That, States/Territories prepare or complete, as applicable, Action Plans for the resolution of the outstanding air navigation deficiencies and submit these to the ICAO NACC Regional Office by 28 February 2004 .	States/Territories	To be discussed under Agenda Item 3.3.	Valid
AIS	CONCLUSION 18/16 WORLD AERONAUTICAL CHARTS That the E/CAR/IWG, through the AIS Committee, analyse the requirement for World Aeronautical Charts and if applicable, prepare a proposal of their production for the E/CAR Region.	E/CAR AIS Committee	The Chairman of the E/CAR AIS Committee is expected to inform about this issue. To be discussed under Agenda Item 3.4.	Valid
AVSEC	CONCLUSION 18/17 AVIATION SECURITY That the States and Territories of the Eastern Caribbean Region commit to: a) take advantage of ICAO AVSEC Mechanism assistance, courses, seminars and workshops; b) prepare adequately to receive the ICAO USAP AVSEC Audits; and c) support the GREPECAS AVSEC Committee activities and results.	States/Territories		Valid
GEN	CONCLUSION 18/18 CARIBBEAN SEAT ON THE ICAO COUNCIL That, a) States support the candidature of St Lucia to represent the Caribbean on the ICAO Council by commencing the lobby process with its foreign ministries, embassies and overseas missions; b) States establish a mechanism and procedures for effective communications and consultations between the representative and the relevant Caribbean States; c) States support the appointment of a CARICOM State to be an alternate on the ICAO Council based on the options presently available; and d) ICAO NACC Office facilitate the necessary contacts and lobby arrangements with LACAC.			Completed

APPENDIX B
REVIEW OF RELEVANT GREPECAS/12 CONCLUSIONS

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
GEN	CONCLUSION 12/2 IMPLEMENTATION OF AN-CONF/11 RECOMMENDATIONS BY STATES That States of the CAR/SAM regions take action to implement the following twenty five recommendations of AN-Conf/11: 1/1, 1/2, 1/7, 1/10,1/13, 1/15, 2/2, 2/3, 2/7, 2/8, 4/1, 4/2, 4/5, 4/6, 4/8, 4/9, 5/1, 6/1, 6/2, 6/9, 6/13, 6/14, 7/1, 7/2 and 7/3	States of the CAR/SAM regions		Follow-up
GEN	CONCLUSION 12/3 IMPLEMENTATION OF AN-CONF/11 RECOMMENDATIONS BY INTERNATIONAL ORGANIZATIONS That International Organizations take action to implement the following twelve recommendations of AN-Conf/11: 1/1, 1/7, 1/10, 1/13, 4/8, 5/1, 6/1, 6/2, 6/9, 6/13, 7/2 and 7/3	International Organizations		Follow-up
GEN	CONCLUSION 12/4 INSTITUTIONAL INTEGRATION IN THE LONG TERM FOR MULTINATIONAL FACILITIES/SERVICES That, in reviewing the institutional and legal aspects for the implementation of CAR/SAM Multinational Regional Systems, and in order to: a) cost/efficiently integrate resources that enable their functioning and management; and b) as appropriate, consolidate the multinational facilities/services individually developed within systems of a general nature, The States should consider orienting existing and future multinational facilities/services to solutions through mechanisms of a general nature for the provision of multi-regional, regional and sub-regional air navigation services.	States		Follow-up
GEN	CONCLUSION 12/6 SUPPORT FOR REGIONAL TECHNICAL COOPERATION PROJECTS That, a) States/Territories/International Organizations participating in regional technical cooperation projects continue their financial support; and b) States/Territories/International Organizations not participating in regional technical cooperation projects consider their financial support of these projects.	States/Territories/ International Organizations		Follow-up

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
ATM	CONCLUSION 12/7 GUIDANCE MATERIAL FOR THE IMPLEMENTATION OF RNAV ROUTES IN THE CAR/SAM REGIONS That States/Territories/International Organizations: a) adopt the Guidance Material for the implementation of RNAV routes in the CAR/SAM Regions, as shown in Appendix B to this part of the Report; and b) execute the implementation programme shown in Attachment B to the cited document	States/Territories/ International Organizations	The E/CAR WG has incorporated this task into its work programme.	Note
ATM	CONCLUSION 12/8 ANALYSIS PRIOR TO THE IMPLEMENTATION OF RNAV ROUTES IN THE CAR/SAM REGIONS That States/Territories/International Organizations involved, taking into account the guidance material shown in Appendix B to this part of the Report: a) analyse the impact that the RNAV route network would have on: i. conventional and other RNAV routes; ii. aircraft fleet operating on conventional ATS routes and which are not RNAV-enabled; iii. prohibited, restricted and dangerous areas iv. TMAs, mainly those where the proposed RNAV route starts/ends; and v. the provision of air traffic services; b) identify those routes that could be deleted from ATS Table –1 of the CAR/SAM ANP, Basic, Volume I, due to: i. low level of utilisation and/or ii. replacement with a new RNAV route; and c) submit the result of the analysis to the ICAO NACC and SAM Regional Offices before 30 September 2004 .	States/Territories/ International Organizations		Note
ATM	CONCLUSION 12/9 IMPLEMENTATION OF SIDs AND STARs That States/Territories/International Organizations implement standard arrivals and departures (SIDs and STARs) to link origin and destination aerodromes, as well as intermediate airports that make use of CAR/SAM RNAV routes.	States/Territories/ International Organizations		Follow-up
ATM	CONCLUSION 12/10 USE OF REPORTING POINT AND ATS ROUTE DESIGNATORS That CAR/SAM Regions States/Territories/International Organizations: a) use only those designators for the identification of reporting points and ATS routes that have been assigned by the corresponding ICAO Regional Office; and b) when one or more designators for the identification of reporting points or ATS routes are deleted, the corresponding Regional Office should be informed, in order to re-incorporate them in the database, and be re-assigned in due time and fashion.	States/Territories/ International Organizations		Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
ATM	CONCLUSION 12/12 MINIMUM MONITORING REQUIREMENTS That, for purposes of the RVSM approval process, the States/Territories/International Organizations use the Minimum Monitoring Requirements table described in Appendix D to this part of the Report.	Trinidad and Tobago		Note
ATM	CONCLUSION 12/13 MODE C DATA COLLECTION That the FAA provide to the Agency in charge of aircraft monitoring, the GPS monitoring unit with altitude recording devices (ARD), so that the States/Territories/International Organizations will not have the need to supply Mode C data. States/Territories/International Organizations should be prepared to collect Mode C data in the event of failure of the ARD.	United States		Note
ATM	CONCLUSION 12/14 COLLECTION OF LARGE HEIGHT DEVIATIONS (LHD) That the ICAO Secretariat take relevant action in order that: a) States/Territories/International Organizations use the new form contained in Appendix E to this part of the Report for sending the LHD reports to CARSAMMA by the 10th of each month, even if no deviations occur; and b) the form be included in the Latin American Aeronautical Regulations (LAR).	ICAO States/Territories/ International Organizations		Note
ATM	CONCLUSION 12/15 AIR/OPS MODEL PROGRAMME FOR RVSM APPROVAL OF AIRCRAFT AND OPERATORS That: a) CAR/SAM States/Territories/International Organizations include in their national RVSM implementation plans an operational and airworthiness approval programme for aircraft and operators, adopting the model included as Appendix F to this part of the Report, indicating the target dates for RVSM implementation by 20 January 2005 ; and b) those States/Territories/International Organizations that have difficulties to develop the programme in the dates foreseen, report it to the corresponding Regional Office before July 2004, in order to identify joint solutions that will allow them to assume their responsibilities in the RVSM implementation at a regional level.	States/Territories/ International Organizations	b) A State letter was sent to States/Territories.	Note
ATM	CONCLUSION 12/16 RVSM OPERATIONAL CONCEPT FOR THE CAR/SAM REGIONS That the States/Territories/International Organizations adopt and apply for the CAR/SAM Regions the RVSM operational concept (CONOPS) shown in Appendix G to this part of the Report.	States/Territories/ International Organizations		Note
ATM	CONCLUSION 12/17 GUIDANCE MATERIAL FOR RVSM IMPLEMENTATION IN THE CAR/SAM REGIONS That the States/Territories/International Organizations adopt and apply the Guidance Material for RVSM Implementation in the CAR/SAM Regions, as shown in Appendix H to this part of the Report.	States/Territories/ International Organizations		Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
ATM	CONCLUSION 12/18 OPERATIONAL READINESS TARGET That the use of two different operational readiness target values be approved, one of 90% of international operations for States/Territories/International Organizations that will not accommodate non-approved aircraft in RVSM airspace, and another of 80 % of operations for States that will accommodate non-RVSM aircraft in domestic flights in their corresponding RVSM airspaces.	Trinidad and Tobago		Note
ATM	CONCLUSION 12/19 RVSM TRAINING That ICAO Secretariat inform the States/Territories/International Organizations that, when preparing their RVSM training programmes, they should take into account, among other documents, the ATC Guidance Manual for RVSM Training in the CAR/SAM Regions and, if appropriate, submit to the Secretariat, not later than 15 July 2004 , their comments on the Manual. <i>Note: In view of its size, the ATC Guidance Manual for RVSM Training in the CAR/SAM Regions is posted in the ICAO South American Office website www.lima.icao.int.</i>	Trinidad and Tobago		Note
ATM	CONCLUSION 12/20 HARMONIZATION OF THE RVSM IMPLEMENTATION DATE FOR THE CAR/SAM AND NAM REGIONS That, in order to harmonise air operations between the CAR/SAM and NAM Regions, the RVSM implementation was set for 20 January 2005 .	Trinidad and Tobago		Follow-up
ATM	CONCLUSION 12/21 INDICATION OF RVSM APPROVAL STATUS IN REPETITIVE FLIGHT PLANS (RPL) That, until ICAO defines a procedure for its global application, those States/Territories/International Organizations that use the Repetitive Flight Plan (RPL) system establish the procedure of including the term “EQPT/W” or “EQPT/-” in Box Q of the RPL to identify RVSM-approved or non-RVSM approved aircraft, respectively.	States/Territories/International Organizations		Note
ATM	CONCLUSION 12/22 INCLUSION OF RVSM ISSUES IN OPERATIONAL LETTERS OF AGREEMENT That the States/Territories/International Organizations that have not yet done so, review the Letters of Agreement (LOA) between ATC units involved, so as to include RVSM issues, taking into account the model shown in Appendix I to this part of the report.	Trinidad and Tobago		Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
ATM	CONCLUSION 12/23 STATES/TERRITORIES/INTERNATIONAL ORGANIZATIONS OFFICIAL APPROVAL FOR RVSM IMPLEMENTATION IN THE CAR/SAM REGIONS Cognizant of the short period of time between the ATM Committee RVSM Task Force go-no go decision (November 2004) and full implementation (20 January 2005), and the requirement to obtain official authorization from States/Territories/International Organizations for RVSM implementation, it was agreed that, a) the Secretary of GREPECAS, through the Administration Coordination Group fast-track mechanism, obtain official approval from the appropriate GREPECAS Member authorities for RVSM implementation; b) the ICAO Regional Offices in Lima and Mexico obtain official approval for RVSM implementation from the appropriate authorities of non-GREPECAS Member States/Territories/International Organizations, and c) approval is received by no later than 30 days after the go-no go decision is taken.	ICAO		Note
ATM	CONCLUSION 12/26 COMPLETION OF ATS QUALITY ASSURANCE PROGRAMMES That States/Territories/International Organizations of the CAR/SAM Regions which have not complied with CAR/SAM/3 RAN Meeting Recommendation 5/38 – Implementation of an ATS Quality Assurance Programme, take relevant measures to implement an ATS Quality Assurance Programme, not later than December 2006.	States/Territories/ International Organizations		Follow-up
ATM	CONCLUSION 12/27 ATS QUALITY MANAGEMENT SYSTEM GUIDANCE DOCUMENTS That CAR/SAM States/Territories/International Organizations that decide to implement ISO methodology in the Quality Assurance Programmes, in order to improve ATS efficiency and operational safety, use the ATS Management System Guidance Documents for the management of their Quality Assurance Programmes, as shown in the corresponding ICAO NACC and SAM Regional Offices websites.	States/Territories/ International Organizations		Note
ATM	CONCLUSION 12/28 PARTICIPATION IN REGIONAL EVENTS RELATED TO ATS QUALITY ASSURANCE PROGRAMMES That the States/Territories/International Organizations send their ATM safety experts to actively participate in seminars, workshops and meetings organized by ICAO on the Implementation of the Air Traffic Services Quality Assurance Programmes in the CAR/SAM Regions.	States/Territories/ International Organizations		Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
ATM	CONCLUSION 12/29 IMPLEMENTATION OF ATS SAFETY MANAGEMENT PROGRAMMES AND MINIMUM SAFETY LEVELS That the States/Territories/International Organizations: a) develop an action plan to implement ATS safety management programmes in keeping with the provisions of Annex 11, in coordination with the ICAO NACC and SAM Regional Offices, through systematic and suitable programmes with the aim of ensuring safety in the provision of ATS within the airspace and aerodromes under their jurisdiction; b) define in those programmes the objectives and minimum acceptable levels; and c) submit to the ICAO NACC and SAM Regional Offices the ATS safety management programmes applicable to their airspace and aerodromes.	States/Territories/ International Organizations	Related to E/CAR WG Draft Conclusion 28/8	Note
ATM	CONCLUSION 12/31 REGIONAL STRATEGY FOR THE INTEGRATION OF ATM AUTOMATED SYSTEMS That, a) in view of a Regional Strategy for the integration of ATM automated systems, the CAR/SAM States/Territories/International Organizations: 1. Define an action plan, in coordination with ICAO NACC and SAM Regional Offices for the integration of ATM automated systems using the strategy described in Appendix K to this part of the Report; and 2. Submit to the ICAO NACC and SAM Regional Offices their Action Plan for the integration of ATM automated systems; and b) the RLA/98/003 Regional Project consider this strategy in the preparation of the guidance material as support to GREPECAS mechanism on this matter.	States/Territories/ International Organizations	Related to E/CAR WG Draft Conclusion 28/10	Note
ATM	CONCLUSION 12/32 ADS-B IMPLEMENTATION IN THE CAR/SAM REGIONS That the States/Territories/International Organizations of the CAR/SAM Regions that plan to implement ADS-B, coordinate with the ICAO NACC and SAM Regional Offices so as to ensure a harmonized implementation of this technology in the CAR/SAM Regions.	States/Territories/ International Organizations	Related to E/CAR WG Draft Conclusion 28/10	Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
CNS	CONCLUSION 12/33 CAR/SAM REGIONAL ACTION FOR THE PREPARATION AND SUPPORT OF ICAO'S POSITION FOR WRC-07 That the CAR/SAM States/International Organizations with the view at preparing and supporting ICAO's position for the ITU World Radio communication Conference – 2007 (WRC-07), should: a) support and follow-up ICAO work on the preparation and updating of ICAO's position for the WRC-07; b) designate a focal point or a contact person with ICAO and with the national authority of radio-frequency spectrum management for the coordination of matters related with the WRC-07; c) participate in an active manner in the preparatory work for the WRC-07 in the CITEL meetings of the Organization of American States (OAS); d) participate in an active manner in the meetings and workshops organized by ICAO to explain and analyze its position to the WRC-07; e) participate in the WRC-07 in an active way supporting ICAO's position; and f) recommend and apply other appropriate measures.	States/Territories/ International Organizations		Note
CNS	CONCLUSION 12/34 PRIORITY AND IMPROVEMENT OF THE RADIO-FREQUENCY SPECTRUM MANAGEMENT That, CAR/SAM States/Territories/International Organizations, aimed at improving the Radio-Frequency spectrum management, should: a) assign high priority to the aeronautical spectrum management; b) continue applying recommendations contained in the CAR/SAM ANP, Vol. I, Basic related to this purpose; c) take into account orientations contained in the related Handbook regarding the needs of civil aviation on radio frequency spectrum issues, ICAO Doc 9718-AN/957, 2003 Edition; and d) support the work of the ICAO NACC and SAM Regional Offices on the coordination, selection and registry of radio-frequency assignments for the aeronautical communications and navigation systems.	States/Territories/ International Organizations		Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
CNS	CONCLUSION 12/35 CAR/SAM REGIONAL ACTION TO IMPROVE PROTECTION AGAINST ELECTROMAGNETIC INTERFERENCE IN THE CNS SYSTEMS That, the CAR/SAM Region States/Territories/International Organizations, should adopt appropriate measures for protection against electromagnetic interference in the aeronautical communications, navigation and surveillance systems taking into account: a) CAR/SAM/3 RAN Recommendation 9/17 and 9/18; b) guidelines on mitigation of GNSS vulnerabilities issued by the AN-Conf/11 under its Recommendation 6/2; c) SARPS and ICAO guidelines referred to this issue; and d) recommend and apply other measures considered as appropriate.	States/Territories/ International Organizations		Note
CNS	CONCLUSION 12/37 IMPROVEMENT OF THE AFTN OPERATION IN THE CAR/SAM REGIONS That; a) ICAO NACC and SAM Regional Offices, in coordination with the States/Territories/International Organizations, continue their tasks to update the AFTN routing lists according with the amendment to the AFTN Plan; and b) States/Territories/International Organizations involved consider adopting the methods recommended in the Action Plan to improve the AFTN circuits and centres indicated in Appendix N of this part of the Report.	ICAO States/Territories/ International Organizations	This issue was reviewed by the S-E/CAR CNS Meeting.	Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
CNS	CONCLUSION 12/39 ADDITIONAL INTER-CONNECTION POINTS FOR REGIONAL AND INTER-REGIONAL DIGITAL NETWORKS That, CAR/SAM States/Territories/International Organizations, with the aim of achieving a digital platform that provides homogeneous inter-operability in the CAR/SAM Regions among Regional and Inter-Regional digital communications network, consider implementing the following additional inter-connection points: a) <i>Merida, Mexico</i>. Implementation of a MEVA II node at this site, which would interconnect the Mexican network with MEVA II, CAMSAT, and the NAM networks; b) <i>Barranquilla or Bogotá, Colombia</i>. That a proposal be made to implement a MEVA II node, which would facilitate the interconnection and interoperability of the REDDIG and the Colombian network with MEVA II, CAMSAT and the NAM networks; c) <i>Buenos Aires, Argentina</i>. Implementation of a CAFSAT node, meaning another REDDIG interconnection point with CAFSAT. In addition, a ground digital link would be implemented connecting the Buenos Aires and Recife CAFSAT nodes, to be a back-up to the aforementioned network interconnections; and d) other points of interconnection that might be considered between the MEVA II and the REDDIG networks, and between these and other networks. Among these, there is a need to study the implementation of another interconnection point of the E-CAR network with neighbouring networks.	States/Territories/ International Organizations	The S-E/CAR CNS Meeting follow-up this conclusion. See Draft Conclusion 2 of the mentioned Meeting.	Note
CNS	CONCLUSION 12/41 CAR/SAM SEMINAR ON DEVELOPMENT OF ATN AND ITS APPLICATIONS That ICAO, with the support of States/Territories/International Organizations, organize a CAR/SAM Seminar during the first semester of 2005, with the aim of presenting information permitting development the ATN and its ground applications in support of the implementation of ATM systems, and that it contain, as a minimum, the following agenda: a) interconnection of digital networks; b) information services on the basis to the new air traffic management operational concept; c) transition plan for ATN implementation; and d) CAR/SAM AMHS, AIDS and other applications implementation.	ICAO		Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
CNS	CONCLUSION 12/42 REGIONAL USE OF ACARS AND FANS-1/A EQUIPMENT DURING THE TRANSITION PHASE That CAR/SAM States/Territories/International Organizations, and users, based on the ICAO State Letter, Ref. AN7/11.13-94/94, dated 13 December 1994 and to the cost/benefit considerations and taking into account the existence of technology installed in ground and on board aircraft, continue with the implementation of the applications feasible to be used with the link of ACARS data and FANS-1A during the transition towards the implementation of the ATN bit oriented data links.	States/Territories/ International Organizations	This issue was reviewed by the E/CAR WG and will follow-up this conclusion.	Note
CNS	CONCLUSION 12/43 IMPLEMENTATION OF AIR-GROUND DATA COMMUNICATIONS WITH VDL MODE 2 IN THE CAR/SAM REGIONS That the States/Territories/International Organizations and users of the CAR/SAM Regions, based on the ICAO SARPs and Recommendation 7/3 of the Eleventh Air Navigation Conference (AN-Conf/11), continue the implementation of air-ground data communications with VDL Mode 2 as support infrastructure of the air-ground sub-networks to enable the ATN applications evolutionary implementation according to the operational requirements.	States/Territories/ International Organizations		Note
CNS	CONCLUSION 12/44 REGIONAL CAR/SAM GUIDANCE FOR THE ADS-B DATA LINKS INTRODUCTION That the CAR/SAM States/Territories/International Organizations and users that undertake ADS-B implementation, according to national or regional requirements and with the purpose of enabling the intra and inter-regional interoperability: a) use the short-term data links SSR Mode S extended squitter; and b) follow-up the ICAO study results of the long-term ADS-B data links.	States/Territories/ International Organizations		Note
CNS	CONCLUSION 12/45 AMENDMENT TO THE “REGIONAL GUIDELINES FOR THE TRANSITION TO THE GLOBAL NAVIGATION SATELLITE SYSTEMS (GNSS)” AND THE “REGIONAL STRATEGY FOR THE INTRODUCTION AND APPLICATION OF NON VISUAL AIDS TO APPROACH, LANDING AND DEPARTURE” That, a) CAR/SAM States/Territories/International Organizations take into account the new “Regional guidelines for the transition to the global navigation satellite systems (GNSS)” and the “Regional strategy for the introduction and application of non visual aids to approach, landing and departure”, presented in Appendices S and T, respectively; and b) ICAO, amend Attachments H and I to Part IV of Volume I, Basic ANP (Doc. 8733) in conformity with the above indicated new guidelines and strategy.	States/Territories/ International Organizations	This conclusion was followed-up by the S-E/CAR CNS Meeting through Draft Conclusion 7.	Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
CNS	CONCLUSION 12/46 CAR/SAM REGIONAL ACTIVITIES FOR THE SBAS AND GBAS IMPLEMENTATION That, with a view to continuing SBAS and GBAS activities: a) CAR/SAM States/Territories/International Organizations participating in RLA/00/009 and RLA/03/902 projects continue their corresponding activities, mainly directed towards the continuation of ionosphere studies, elaboration of alternate proposals on a SBAS preoperational system, GBAS introduction and activities for personnel training; b) to develop the activities mentioned in a) above, base them on the regional strategy and rules contained in Appendix W; c) RLA/00/009 and RLA/03/902 projects study the feasibility of expanding the WAAS and EGNOS Systems in the CAR/SAM Regions, or consider other SBAS system alternatives; and d) the ICAO Regional Offices send a communication to their respective accredited States/Territories/International Organizations, inviting them to participate in the future phases of both projects.	States/Territories/ International Organizations		Note
CNS	CONCLUSION 12/48 SAC-ASTERIX CODE ASSIGNMENT PLAN FOR THE CAR/SAM REGIONS That States/Territories/International Organizations use the corresponding SAC-ASTERIX codes assigned in order to establish the identification of radar facilities to be used for radar data exchange as the plan shown in the Table to Appendix X to this part of the Report.	States/Territories/ International Organizations	This conclusion was followed-up by the S-E/CAR CNS Meeting and by the RSFTF.	Note
CNS	CONCLUSION 12/49 GENERAL CRITERIA FOR THE IMPLEMENTATION OF SSR DATA EXCHANGE That States/Territories/International Organizations, upon planning SSR data exchange, take the following into consideration: a) send the ICAO NACC and SAM Regional Offices boundary SSR coverage up to FL 250, for regional dissemination; b) extensively use the communications facilities available in intra/inter regional networks; and c) coordinate pertinent technical-institutional aspects at bilateral or multilateral meetings.	States/Territories/ International Organizations	This conclusion was followed-up by the S-E/CAR CNS Meeting and by the RSFTF.	Note
MET	CONCLUSION 12/51 CLOSURE OF THE RAFCs BRASILIA AND BUENOS AIRES That due note be taken of the closure of the RAFCs Brasilia and Buenos Aires in July 2002.	States/Territories/ International Organizations	Completed	Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
MET	CONCLUSION 12/52 PLAN FOR THE TRANSITION TO THE FINAL PHASE OF THE WAFS IN THE CAR/SAM REGIONS That the Plan for the transition to the final phase of the WAFS in the CAR/SAM Regions be updated, as shown in Appendix Z to this part of the Report.	States/Territories/ International Organizations	Ongoing action	Note
MET	CONCLUSION 12/53 INTERNET ACCESS TO WAFS FORECASTS AND OPMET DATA That the States/Territories/International Organizations that cannot receive ISCS broadcasts due to lack of new workstations in line with the planned schedule, use the FTP service provided by the WAFCs Washington and London, which is available through the Internet to all authorized users of ISCS and SADIS.	States/Territories/ International Organizations	Completed. All the States/Territories in the CAR Region have procured new workstations with capability to receive the ISCS/WAFS broadcast.	Note
MET	CONCLUSION 12/56 UPDATING OF THE INTERNATIONAL AIRWAYS VOLCANO WATCH CONTACT LIST IN CAR/SAM STATES/TERRITORIES/INTERNATIONAL ORGANIZATIONS That CAR/SAM States/Territories/International Organizations notify the Lima and Mexico Offices of any changes in the International Airways Volcano Watch (IAVW) contact list.	States/Territories/ International Organizations	States to report	Follow-up
MET	CONCLUSION 12/57 IMPLEMENTATION OF SIGMET REQUIREMENTS That the Lima and Mexico Regional Offices: a) conduct surveys in the CAR/SAM Regions on the issuance of SIGMET messages, particularly those for volcanic ash, in coordination with WMO, and issue a list of deficiencies for follow-up measures; and b) starting in 2004 until 2007, conduct periodical tests on the issuance and reception of SIGMET messages for volcanic ash, during the first week of March and September.	ICAO	Coordination on this matter will be carried out between the Lima and Mexico Regional Offices	Note
MET	CONCLUSION 12/60 IMPLEMENTATION OF VOLCANIC ASH ADVISORIES That, as a matter of urgency, the VAACs of the CAR/SAM Regions implement the dissemination of volcanic ash advisories in the template indicated for this purpose in the template given in Annex 3, Appendix 5.	VAACs	The NACC Regional Office will follow-up on this matter with the concerned VAAC.	Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
MET	CONCLUSION 12/63 FORMS TO PROPOSE AMENDMENTS TO TABLES MET 2A AND MET 2B OF THE CAR/SAM ANP FASID That, in order to standardise and expedite amendments to FASID Tables MET 2A and MET 2B in the CAR/SAM Regions, the forms given in Appendix AC to this part of the Report be used.	States/Territories/ International Organizations		Note
MET	CONCLUSION 12/64 OPMET EXCHANGE CONTROLS FOR THE CAR/SAM REGIONS That, until an optimum percentage of OPMET data reception is achieved in the CAR/SAM Regions, OPMET exchange controls be applied from 10 to 16 June annually, including OPMET requirements of States/Territories/International Organizations from all ICAO Regions, in accordance with FASID Tables MET 2A and MET 2B, and using the forms approved by GREPECAS/9.	States/Territories/ International Organizations	The NACC Regional Office will follow-up and send a reminder letter to States/Territories a few months before the agreed period.	Note
MET	CONCLUSION 12/67 QUALITY ASSURANCE SYSTEMS FOR METEOROLOGICAL SERVICES IN THE CAR/SAM REGIONS That CAR/SAM States/Territories/International Organizations make utmost efforts to establish quality assurance systems for meteorological services provided in support of international air navigation in the CAR/SAM Regions.	States/Territories/ International Organizations	The guidance material is being prepared by WMO in coordination with ICAO.	Note
MET	CONCLUSION 12/69 TRAINING PROGRAMME IN THE CAR/SAM REGIONS FOR MET AND ATM PERSONNEL WITH REGARD TO AMENDMENT 73 TO ANNEX 3 That States/Territories/International Organizations establish training programmes for MET and ATM personnel concerning Amendment 73 to Annex 3, effective 25 November 2004, and amendment to Doc 4444.	States/Territories/ International Organizations	It is required that States/Territories support this task.	Follow-up

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AGA	CONCLUSION 12/70 ACTION PLANS FOR THE RESOLUTION OF DEFICIENCIES IN AERODROMES That States/Territories, in support of the preparation and implementation of Action Plans for the resolution of their respective air navigation deficiencies, a) require airport operators to prepare and submit proposed Action Plans, based on the format reviewed by the ASB/5 and presented in Appendix E under Agenda Item 4 of this Report, for the resolution of aerodromes deficiencies in their respective airports by 30 November 2003; b) review, comment on and, where applicable, through a consultation process, request modification and re-submission of the Action Plans by the airport operator by 31 December 2003; c) accept the final agreed Action Plans and submit these to the ICAO Regional Office by 31 January 2004; and d) follow-up the implementation of the Action Plans and submit periodic updates on the resolution of aerodrome deficiencies to the ICAO Regional Office.	States/Territories/ International Organizations	a) Completed b) Completed c) Completed d) Valid	To reply accordingly to State Letter sent by e-mail N1-15.8 EMX1374 dated 18 Oct. 04
GEN	CONCLUSION 12/71 SPECIAL IMPLEMENTATION PROJECT TO FACILITATE AND IMPROVE THE MANAGEMENT OF THE DEFICIENCIES DATABASE That ICAO prepare and submit to the Council a proposal for a Special Implementation Project (SIP) to develop a secure process for managing the ICAO air navigation deficiencies database for the CAR/SAM Regions on the Internet, permitting the controlled on-line introduction of updated information by States/Territories for their respective deficiencies and access to a frozen format of the information contained in the database by States/Territories, ACI, IATA and IFALPA.	ICAO	Completed	Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AGA	CONCLUSION 12/73 LATIN AMERICAN AND CARIBBEAN ASSOCIATION OF AIRFIELD PAVEMENTS (ALACPA) That, a) States/Territories/International Organizations support ALACPA, keeping in mind its main objective to assist States to comply with the ICAO SARPs and to contribute to the elimination and prevention of airfield pavement deficiencies in the CAR/SAM Regions; b) States/Territories be aware of ALACPA's Statutes (Appendix AE to this part of the Report) and be informed that the Interim Chairman of ALACPA is Mr. José Enrique Cuadrado, from the <i>Organismo Regulador del Sistema Nacional de Aeropuertos de Argentina (ORSNA)</i> and the Technical Secretary is Mr. George Legarreta of the United States; c) ALACPA's Academic Secretary and Treasurer, Dr. Osvaldo Albuquerque, from the <i>Directoría de Ingeniería de la Fuerza Aérea</i> of Brazil and Eng. Juan Carlos Quiroga, from SABSA, Bolivia were respectively elected during the first formal Meeting of ALACPA, held during the Seminar on Pavement Management Systems (PMS) and Short Course on Pavement Condition Index (PCI), held in Lima, Peru, from 19 to 25 November 2003; and d) States/Territories, through ICAO, nominate a National Airport Pavements Coordinator, to be the liaison between States/Territories and ALACPA, no later than 30 January 2004.	States/Territories/ International Organizations	Completed.	Encourage incorporation of area-related Officers of the CAAs to ALACPA.
AGA	CONCLUSION 12/74 ICAO REGIONAL MANUAL ON AIRPORT MAINTENANCE That, a) ICAO send to ALACPA the ICAO Regional Manual on Airport Maintenance in both, English and Spanish, once the draft version of the English translation is available; b) ALACPA review the English version and send its proposed amendments to ICAO within 3 months of receipt of the ICAO translation; and c) ICAO prepare the final English version for publication and send to States/Territories within 3 months of receipt of the ALACPA comments.	ICAO/ALACPA	Valid.	Follow-up.
AGA	CONCLUSION 12/75 SECOND MEETING OF THE CAR/SAM REGIONAL BIRD HAZARD PREVENTION COMMITTEE That, a) the Second Meeting of the CAR/SAM Regional Bird Hazard Prevention Committee be held in October/November 2004; and b) States/Territories, which have not done so, through ICAO, nominate their national bird strike hazard coordinators.	States/Territories/ International Organizations		Take the relevant actions accordingly.

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AGA	CONCLUSION 12/76 AIRPORT DEMAND/CAPACITY TASK FORCE That, a) States/Territories that have airports, which suffer from congestion and delay problems at the surface, if desired, prepare and submit case studies to the Task Force requesting their analysis; b) Case studies should include statistical information in the format presented in Appendix AG to this part of the Report; and c) The Task Force analyse the case studies and provide States/Territories guidance for congestion relief.	States/Territories	The Task Force is available for States/Territories case studies on congestion relief.	Note.
AGA	CONCLUSION 12/77 AGA/AOP/SG TRAFFIC FORECAST REQUIREMENTS That, a) States/Territories obtain from international aerodrome operators the following traffic forecast information for 2005 and 2010: - the critical aircraft types for aerodrome reference code, runway length, airfield pavement strength and the rescue and fire-fighting category; and - the busy hour aircraft movements/operations. b) States/Territories provide the information referred to in a), above, to the ICAO Regional Offices by 31 December 2003; c) ACI provide the same information referred to in a), above, collected from its member airports in the Latin American and Caribbean (LAC) Region to the ICAO Regional Offices by 31 December 2003; and d) ICAO compile, consolidate, review and present the information received to the AGA/AOP/SG/4 Meeting.	States/Territories/		Follow-up.
AGA	CONCLUSION 12/78 EN-ROUTE ALTERNATE AERODROMES That, a) ICAO re-circulate the list of requested en-route alternate aerodromes prepared by IATA to States/Territories which have not responded to the previous request for comments; b) States/Territories review the requirements and prepare a list of en-route alternate aerodromes to be provided, identify those requested aerodromes which can not be provided, recommend potential alternatives, and submit this information to the ICAO Regional Offices by 31 December 2003; c) ICAO send to IATA the information received from States/Territories to facilitate consultation between IATA and the States/Territories that have potential alternatives; d) IATA send to ICAO the final list agreed with States/Territories, including United States aerodromes, by 31 March 2004; and e) ICAO review and present the list to the AGA/AOP/SG/4 Meeting.	ICAO, States/Territories/		Note.

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AIS	CONCLUSION 12/83 ADOPTION OF THE GUIDE ON SYMBOLS FOR THE STANDARDISED PRODUCTION OF 1:1,000,000 AND 1:500,000 VFR AERONAUTICAL CHARTS IN THE CAR/SAM REGIONS That, taking into account the need for a standardized production of 1:1,000,000 and 1:500,000 VFR aeronautical charts, as well as the study conducted by the GREPECAS Aeronautical Charts Task Force on the harmonization of ICAO and PAIGH symbols, the following actions be implemented: a) the Guide on Cartographic Symbols attached as Appendix AH to this part of the report be adopted for its use by CAR/SAM States/Territories/International Organizations in the production of 1:1,000,000 and 1:500,000 VFR aeronautical charts; and b) ICAO be requested to analyze the documentation referred to in item a) above, in order to study the possibility of updating and/or complementing the cartographic symbols contained in ICAO Annex 4 and Doc. 8697.	ICAO	This Conclusion is being reviewed by the Secretariat at HQs.	Wait for further information.
AIS	CONCLUSION 12/84 COMPLEMENT TO THE SPECIFICATIONS FOR THE PRODUCTION OF IFR CHARTS That the CAR/SAM States/Territories/International Organizations that deem it necessary, adopt the recommendations presented in the Attachment of Appendix AH to this part of the Report for their use in the production of IFR charts.	States/Territories/ International Organizations	This Conclusion is being reviewed by the Secretariat at HQs.	Wait for further information.
AIS	CONCLUSION 12/86 QUALITY ASSURANCE OF WGS -84 DATA That the CAR/SAM States/Territories/International Organizations take the necessary measures to: a) establish quality systems in their AIS/MAP systems, in order to ensure at all times the use of effective procedures to guarantee the precision and integrity of the WGS-84 geographical coordinates data used for civil aviation; and b) adopt appropriate procedures for the validation and audits of WGS-84 data.	States/Territories/ International Organizations		Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AIS	CONCLUSION 12/87 PROVISION OF DETAILED INFORMATION ON WGS-84 DATA That the CAR/SAM States/Territories/International Organizations, in order to ensure the availability of information on WGS-84 data on a regional basis, take the necessary measures to: a) keep the historical information resulting from the WGS-84 surveys carried out by the aeronautical authority or any other responsible State body updated, using a database information structure for the aerodrome, heliport and other geodetic surveys stipulated in the technical requirements of ICAO Annex 15 and Doc. 9674; b) provide the ICAO NACC and SAM Regional Offices, no later than 31 January 2005, with all of the detailed and reliable information on the WGS-84 data published and/or to be published; and, c) fill out and send the Model Questionnaire contained in Appendix G to ICAO Doc. 9674-AN/946 duly validated.	States/Territories/ International Organizations		Note
AIS	CONCLUSION 12/88 STATUS OF AIS PERSONNEL Those CAR/SAM Civil Aviation Administrations: a) take the necessary action so that the personnel hired to work in the AIS receives the required training, in keeping with current technological trends, which require a high level of competence from AIS/MAP human resources; b) take into account that, since the responsibility of AIS personnel to meet user quality requirements in a CNS/ATM setting has increased, its performance and status should be improved based on the AIS/MAP tasks to be carried out; and c) take relevant action to ensure that the development of study guides, modules and curricula for AIS/MAP courses, as well as the responsibility for training, be taken on by AIS experts in each State.	States/Territories/ International Organizations		Note
AIS	CONCLUSION 12/89 ADOPTION OF THE CAR/SAM REGIONAL AIS 021 STANDARD TRAINING PROGRAMME That: a) the ICAO Regional Offices analyze the revised document of the CAR/SAM Regional AIS 021 Standard Training Programme, amendments of which are shown in Appendix AJ to this part of the report, together with all the supplementary material, for their adoption and subsequent delivery to CAR/SAM States/Territories/International Organizations and aeronautical training centres. • CAR/SAM Regional AIS-021 Standard Training Programme • CAR/SAM document of the Teaching Unit Manual • Instructor Guidance Manuals • Student Guidance Manuals; and b) coordinate with States/T/IO periodical revision of the programme.	ICAO Regional Offices		Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AIS	CONCLUSION 12/90 PARTICIPATION OF EXPERTS AT THE MEETINGS OF THE AIS/MAP DATABASE AND AUTOMATION TASK FORCE That Member States that participate in the Database and Automation Task Force designate AIS/MAP experts to attend the meetings, so as to expedite their work and make it more productive and objective.	Member States that participate in the Database and Automation Task Force		Note
AIS	CONCLUSION 12/91 ADOPTION OF A CAR/SAM AIS/MAP DATA STRUCTURE MODEL That, in view of the advisability of having a common tool for CAR/SAM States/Territories/International Organizations for the standardized electronic exchange of AIS/MAP data, a) the AIS/MAP data structure model presented in Appendix AK to this part of the report be adopted for experimental use by the respective States/Territories/International Organizations; b) the States/Territories/International Organizations applying the model cited in item a) above be required to advise the relevant ICAO Regional Offices in a timely manner, no later than 30 November 2004, of any remarks, corrections and/or modifications that might be required in the aforementioned material; and c) the respective material be sent to the ICAO Air Navigation Bureau in Montreal for its consideration, so that remarks on it may be provided.	States/Territories/International Organizations	This Conclusion is being reviewed by the Secretariat at HQs.	Wait for further information.
AIS	CONCLUSION 12/92 IMPLEMENTATION OF A CAR/SAM INTEGRATED AUTOMATED AIS SYSTEM That, a) the CAR/SAM States/Territories/International Organizations that have not yet implemented NOTAM Data Banks proceed to do so by March 2005 , at the latest; b) in order to implement their Automated AIS Systems, the CAR/SAM States/Territories/International Organizations apply the contents of the Coordinated Plan for the Implementation of National Data Banks (NASC) and the Common Operational Procedures Manual (COPM) for the Integrated Automated AIS System in the CAR/SAM Regions, approved by GREPECAS; and c) the ICAO Regional Offices, in co-ordination with the States/Territories/International Organizations, continue providing technical assistance for the effective implementation of the Automated AIS Systems in the CAR/SAM Regions and publish in their respective web sites the aforementioned manuals.	States/Territories/International Organizations	CAAs are urged to implement NOTAM DB.	Take the corresponding actions.

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AIS	CONCLUSION 12/93 IMPLEMENTATION OF COMMON QUERY PROTOCOLS That the CAR/SAM States/Territories/International Organizations that: a) have NOTAM Data Banks and that do not comply with the common query protocol provided for in the GREPECAS COPM (Chapter 7), take the necessary measures to review and adjust their systems in order to fulfil this technical requirement no later than March 2005; b) are in the process of acquiring and/or developing NOTAM Data Banks, proceed to design their systems in such a way as to effectively comply with the requirements of the common query protocol contained in the COPM (Chapter 7); and c) have not yet published the technical requirements applicable to the common query protocols of their NOTAM Data Banks and/or have done so before the year 2002, proceed to do so no later than August 2004 through an Aeronautical Information Circular (AIC).	States/Territories/ International Organizations		Note
AIS	CONCLUSION 12/94 QUALITY ASSURANCE OF THE AERONAUTICAL INFORMATION/DATA SUPPLIED BY NOTAM DATA BANKS That the CAR/SAM States/Territories/International Organizations that: a) possess NOTAM Data Banks in operation, take the necessary measures to implement quality systems and procedures to assure the quality in those facilities, in order to guarantee at all times the quality and integrity of the aeronautical information/data supplied by these data banks and, to that end, apply the ISO 9000, 9000-3 and 10003 standards that are applicable to computer programmes and automated systems, as well as any other applicable ISO standard; and b) have not yet implemented NOTAM data banks, consider within the data bank implementation specification sheet all of the technical requirements for the implementation of quality systems in said facilities.	States/Territories/ International Organizations		Note
AIS	CONCLUSION 12/95 ESTABLISHMENT AND EFFECTIVE IMPLEMENTATION OF THE CAR/SAM INTEGRATED AIS DATABASE SYSTEM (CASADAB) That, considering the need to have the necessary mechanisms and tools for the effective establishment of the CAR/SAM Integrated AIS Database (CASADAB), ICAO: a) consider within the activities of Regional Project RLA/98/003 the hiring of experts to provide the necessary advice and support for the development of the technical specifications required for the effective implementation of the CAR/SAM Integrated AIS Database System (CASADAB); and b) based on the results of a) above, co-ordinate with the CAR/SAM States/Territories/International Organizations the provision of regional technical co-operation for the implementation of the CASADAB by 2009, at the latest.	ICAO	A request was sent by the NACC Office to the Coordination Committee of the RLA/98/003 to include the CASADAB in its activities.	Note and follow-up

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AIS	CONCLUSION 12/96 MEETING FOR THE IMPLEMENTATION OF AIS AUTOMATION IN THE CAR/SAM REGIONS That GREPECAS, within its own mechanism, and in co-ordination with ICAO Regional Offices, take the necessary measures to convene, no later than 2005, a coordination and implementation meeting concerning the full implementation of the first phase of the CAR/SAM Integrated Automated AIS System.	GREPECAS		Note.
AIS	CONCLUSION 12/97 PLAN FOR THE IMPLEMENTATION OF THE AIS/MAP QUALITY MANAGEMENT SYSTEM IN THE CAR/SAM REGIONS That the CAR/SAM States/Territories/International Organizations develop and/or complete the Plan for the Implementation of the AIS/MAP Quality Management System, based on the requirements contained in ICAO Annex 15 and taking into consideration the Guidelines for the Implementation of an AIS/MAP Quality System of the AIS/MAP/SG/8 included in the Appendix AM to this part of the report, and inform on the status of implementation to the NACC and SAM Regional Offices no later than 31 March 2005 .	States/Territories/ International Organizations		Note
AIS	CONCLUSION 12/98 AMENDMENT TO PART VIII – AIS/MAP OF THE CAR/SAM BASIC ANP AND FASID TABLES That CAR/SAM States/Territories/International Organizations review the AIS/MAP sections of the CAR/SAM Plan and FASID document and send no later than 30 November 2004 their comments to the corresponding Regional Offices for relevant action.	States/Territories/ International Organizations		Note
AIS	CONCLUSION 12/99 AGREEMENT ON NOTAM CONTINGENCY PLANS FOR THE CAR/SAM REGIONS That the States/Territories and International Organizations: a) develop their NOTAM Contingency Plans for the Flight Information Regions (FIRs), and, inasmuch as possible, enter into bilateral and/or multilateral arrangements with the States/Territories and International Organizations responsible for neighbouring airspaces; b) consider the basic elements of NOTAM Contingency Planning for Flight Information Regions (FIRs) mentioned in item a), duly coordinated with the air navigation areas concerned; and c) send a copy of their NOTAM contingency plans to the ICAO NACC and SAM Regional Offices by 15 December 2004 .	States/Territories/ International Organizations		Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AIS	CONCLUSION 12/100 EFFECTIVE IMPLEMENTATION OF THE AIRAC SYSTEM That the CAR/SAM States/Territories/International Organizations, a) take the relevant measures to enable an effective coordination between the AIS and similar aeronautical services, for an effective AIRAC System implementation; b) develop a procedural manual, establishing the responsibilities and tasks involved in the preparation of the information to be distributed by the AIRAC system, as well as the responsibilities of the AIS regarding the publication of such information; c) request their AIS departments to publish once a year a national AIC with the effective AIRAC dates and stressing the important impact of the system for air navigation safety; d) inform the ICAO NACC and SAM Regional Offices of the measures adopted in relation to the implementation of the AIRAC system no later than 15 December 2004 , e) publish, to the extent possible, aeronautical information introducing changes of great impact to air navigation systems, over 56 days in advance of the date of application; and f) take relevant measures in order to publish on an annual basis an AIC including the application details on the AIRAC system, using the sample provided in the Appendix AN to this part of the report, in support to the effective use of the system.	States/Territories/ International Organizations		Note
AIS	CONCLUSION 12/102 NEED FOR A SPECIFIC NOTAM CODE FOR ATS CONTINGENCIES That CAR/SAM States/Territories/International Organizations agree to: a) submit to the consideration of ICAO the need to code ATS contingency NOTAMs in order to distinguish these exceptional situations in air traffic services from the rest of NOTAMs that are published under the QXXXX code; and b) entrust the GREPECAS Secretariat with a consultation based on the analysis made by the Group.	States/Territories/ International Organizations		Note
AVSEC	CONCLUSION 12/106 ICAO AVSEC REGIONAL OFFICERS That, a) ICAO re-consider the need for an ICAO AVSEC specialist to be located in both the ICAO NACC and SAM Regional Offices at the earliest opportunity; and b) ICAO AVSEC Regional Officers actively support States in the audit process including pre-audit evaluations, the development of post-audit Actions Plans and the follow-up of their implementation.	ICAO	a) Completed b) On-going	Note
AVSEC	CONCLUSION 12/107 ATTENDANCE AT AVSEC RELATED EVENTS That: a) ICAO publish a calendar of AVSEC-related events; and b) States/Territories give consideration to AVSEC events organized by ICAO when planning their attendance at AVSEC-related events.	ICAO States/Territories/ International Organizations	a) Completed – Programme is available at the ICAO AVSEC Website	Note

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AVSEC	CONCLUSION 12/108 GREPECAS AVSEC/COMM - LACAC AVSEC GROUP COORDINATION PROCEDURES That the States and Territories encourage the active cooperation and coordination between the GREPECAS AVSEC/COMM and the LACAC AVSEC Group in order to avoid the duplication of activities and maximise the contribution of both bodies to the effective implementation of ICAO AVSEC provisions in the CAR/SAM States and Territories, adopting the following coordination procedures: a) sharing of documentation between both bodies; b) attendance of meetings of both bodies by both Chairperson/Coordinator and Secretaries; and c) holding annual meetings of both bodies at the same venue during the same week.	States/Territories/ International Organizations		Note
AVSEC	CONCLUSION 12/109 INTERNATIONAL AVSEC CONVENTIONS That States, which have not yet done so, ratify the Montreal Protocol (24 February 1988) and Convention on the Marking of Plastic Explosives for the Purpose of Detection (1 March 1991).	States		Take the relevant measures accordingly.
AVSEC	CONCLUSION 12/110 NATIONAL CIVIL AVIATION SECURITY PROGRAMME That States, which have not yet done so, update their national civil aviation security programme to incorporate the latest provisions of the 7th Edition of Annex 17, and the corresponding Doc 8973.	States		Take the relevant measures accordingly.
AVSEC	CONCLUSION 12/111 OPERATOR AVIATION SECURITY PROGRAMMES That States/Territories ensure that their operators, which have not yet done so, update their operator aviation security programmes to incorporate the latest provisions of the 7th Edition of Annex 17 and Amendment 27 to the 8th Edition of Annex 6 Part I, and the corresponding Docs 8973 and 9811.	States/Territories		Take the relevant measures accordingly.
AVSEC	CONCLUSION 12/114 BASIC LOW COST AVSEC SYSTEMS That a) States/Territories provide the required AVSEC protection through the application of systems appropriate to the requirements, in terms of equipment technological sophistication and human resources, and considering cost/benefit criteria in relation to the operational efficiency and facilitation; and b) ICAO investigate the development and availability of new AVSEC systems which comply with Annex 17 requirements, particularly those with low implementation and operational costs, in order to provide further options to States.	States/Territories ICAO	States are reminded that 100% of hold baggage screening will be required by January 2006	Follow-up

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AVSEC	CONCLUSION 12/115 ICAO/CANADA AVSEC SUB-REGIONAL IMPLEMENTATION WORKSHOPS AND REGIONAL AUDIT SEMINARS That the States and Territories commit to support the ICAO/Canada Aviation Security Awareness Training Programme in the Latin America and Caribbean Regions by: a) offering to host the workshops and seminars; b) offering Instructors for the workshops; and c) participating in the workshops and seminars.	States/Territories	The Programme began on March 2004. To this date there have been three workshops in the Caribbean Region and one of those workshops was held in Barbados for the E/CAR Region.	Follow-up
AVSEC	CONCLUSION 12/117 REGIONAL AVSEC INSTRUCTORS DATABASE That States/Territories inform the Instructors Task coordinator (Costa Rica), through the ICAO Regional Office, of those personnel having completed the ICAO AVSEC Instructors course at an ICAO ASTC to be considered as regional AVSEC Instructors.	States/Territories		Take the relevant measures accordingly.
GEN	CONCLUSION 12/121 REVISED FORMAT OF ACTION PLANS FOR THE RESOLUTION OF REGIONAL AIR NAVIGATION DEFICIENCIES That, States/Territories/International Organizations of the CAR and SAM Regions: a) adopt the revised action plan format , as presented in the Appendix E hereto; b) submit Action Plans providing correct and explicit information in each one of the fields defined in the revised format; and c) include all the deficiencies in each of the air navigation fields.	States/Territories/ International Organizations		Note.
GEN	CONCLUSION 12/122 ACTION PLANS FOR THE RESOLUTION OF AIR NAVIGATION DEFICIENCIES That, with a view to resolving the air navigation deficiencies, especially those that might have a negative impact on safety, States/Territories/International Organizations that have not yet done so: a) develop and implement an Action Plan, based on the format presented in the Appendix E hereto for each deficiency, and specifying the corrective measures, the completion date, as well as assigning the necessary resources; b) submit the action plan to ICAO Regional Offices, no later than 30 December 2004, including any difficulties encountered; and c) consider establishing multinational agreements and international co-operation projects that would contribute to resolving the deficiencies in the air navigation fields.	States/Territories/ International Organizations		Follow-up

FIELD	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AGA	CONCLUSION 12/123 SPECIAL IMPLEMENTATION PROJECT FOR RESOLVING RUNWAY MAINTENANCE DEFICIENCY That ICAO approve a Special Implementation Project (SIP) for the CAR/SAM Regions in order to take region-wide action for the resolution of the runway maintenance deficiency.“	ICAO	Ongoing.	Note
AIS	CONCLUSION 12/125 SEMINAR/WORKSHOP ON AIS/MAP QUALITY MANAGEMENT SYSTEMS That CAR/SAM States/Territories: a) assist the ICAO NACC and SAM Offices in the coordination, organization and conduction of seminars/workshops dealing with the interpretation of standards on aeronautical data quality requirements and the implementation of AIS/MAP quality management systems, in support of an effective transition to CNS/ATM systems, and b) secure the participation of AIS/MAP executive and technical personnel in the aforementioned seminars/workshops, as well as in other required quality management training activities.	States/Territories		Note.

APPENDIX C
REVIEW OF THE RELEVANT CONCLUSIONS AND DECISIONS ADOPTED BY THE NACC/DCA/1 MEETING

FIELD	CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
GEN	CONCLUSION 1/1 SUPPORT FOR THE IMPLEMENTATION OF RECOMMENDATIONS / CONCLUSIONS / DECISIONS OF CAR/SAM REGIONAL AND CAR SUBREGIONAL MEETINGS That CAR States/Territories/International Organizations, with a view to developing air navigation systems, meeting civil aviation needs and increasing the efficiency and safety of air navigation: a) optimize the support and attention to the implementation of Recommendations/Conclusions/Decisions of the CAR/SAM Regional and CAR Subregional Meetings regarding AGA, AIS/MAP, ATM, CNS, MET and MCI/SAR fields; b) consider the issues included in the Appendix to this part of the report as the main working guidelines; and c) establish the appropriate coordination and bilateral or multilateral cooperation agreements for the purposes expressed in the items above.	States/Territories/International Organizations		Follow-up
GEN	CONCLUSION 1/2 WORKING MECHANISM FOR THE FOLLOW-UP AND IMPLEMENTATION OF THE ANP AND THE RECOMMENDATIONS/CONCLUSIONS OF THE REGIONAL CAR/SAM MEETINGS That, a) the existing mechanism in the CAR Region, consisting of working groups and civil aviation authorities meetings of the Central Caribbean, Eastern Caribbean and Central America subregions be retained in order to deal with particular issues of each one of these subregions, with the periodicity and length deemed necessary; and b) Civil Aviation Authorities meetings of all the CAR Region be held every two or three years.	- - -	Proceeding accordingly.	Follow-up
GEN	CONCLUSION 1/3 ENHANCEMENT OF SUPPORT BY STATES / TERRITORIES/ INTERNATIONAL ORGANIZATIONS TO THE WORK CARRIED OUT BY CAR/SAM REGIONAL AND CAR SUBREGIONAL BODIES That the States/Territories/International Organizations, in order to improve the work developed by the regional and subregional CAR bodies, bearing in mind the resource limitations, consider, a) nominating experts to develop tasks assigned to the different groups, granting them sufficient support and resources to carry out the work; and b) optimizing the working methods and coordination using suitable software and electronic communication means.	States/Territories/International Organizations		Follow-up

FIELD	CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
SO	CONCLUSION 1/5 SAFETY OVERSIGHT IN UNITED KINGDOM OVERSEAS TERRITORIES That the United Kingdom refer to, review and consider regulations adopted in the Caribbean in the selection of regulations to be adopted for the safety oversight in its Overseas Territories.	United Kingdom		Follow-up.
SO	CONCLUSION 1/6 SAFETY OVERSIGHT That States, a) continue to actively support, contribute to and participate in regional safety oversight programmes and activities; and b) prepare for the ICAO USOAP audits of Annexes 11, 13 and 14.	States		Follow-up
GEN	CONCLUSION 1/7 REPRESENTATION OF THE CARIBBEAN ISLAND STATES BEFORE THE ICAO COUNCIL That the Caribbean Island States agree to establishing a rotational scheme to ensure the continuity of the seat of the Caribbean on the ICAO Council, and in order to finalize the details of this rotational scheme, they will meet in Jamaica in January 2003 at a date to be informed by Jamaica.	Caribbean Island States	The planned Meeting was held in Jamaica	Follow-up
ATM	CONCLUSION 1/8 ATS QUALITY ASSURANCE PROGRAMME That the States/Territories/ATS Service Providers of the CAR Region: a) based on the guidance material for ATS quality assurance programmes approved by the CAR/SAM Regional Planning and Implementation Group (GREPECAS), implement ATS quality assurance programmes at their ATS units not later than December 2003 , designating the individual responsible who will also be the focal point and coordinator of the aforementioned programmes; b) inform the ICAO NACC Regional Office on the designation; and c) participate actively at all events that seek to disseminate, provide training in, and implement ATS quality assurance programmes.	States/Territories/ATS Providers	The CAR ATS QA SIP was carried out in the second half of 2004. States/Territories are expected to inform on the progress..	a) GREPECAS Conclusion 12/26 set deadline at December 2006. b)Completed. c)Completed.
ATM	CONCLUSION 1/10 NATIONAL RNAV/RNP IMPLEMENTATION PROGRAMMES FOR THE CAR REGION That civil aviation administrations in the Caribbean (CAR) Region develop, as soon as possible, national RNAV route and RNP implementation programmes that are consistent with the CAR/SAM regional RNAV route and RNP implementation programmes, allowing the study on the impact of the implementation of these routes and their RNP values on the airspace and air traffic services under their responsibility permitting the implementation of these elements in an integrated, harmonious and timely fashion in the CAR Region.	States/Territories/International Organizations	Trinidad and Tobago will develop an action plan and is expected to present it at the E/CAR DCA/19 Meeting.	Follow-up

FIELD	CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
ATM	CONCLUSION 1/11 DEVELOPMENT OF A NATIONAL RVSM IMPLEMENTATION PLAN IN THE STATES/TERRITORIES/COCESNA IN THE CAR REGION The CAR States/Territories/COCESNA are urged to prepare, as soon as possible, a national plan for RVSM implementation within the framework of the CAR/SAM regional RVSM implementation programme that would consider the administrative, economic, institutional and technical/operational aspects required for its execution.	States/Territories/COCESNA	Trinidad and Tobago is carrying out RVSM implementation at the Piarco FIR.	Follow-up
CNS	CONCLUSION 1/14 SUPPORT FOR THE CONTINUING DEVELOPMENT AND IMPLEMENTATION OF THE CAR REGION CNS SYSTEMS That the States/Territories/International Organizations of the CAR Region continue supporting the development and implementation of CNS systems in the CAR Region in accordance with the Regional Air Navigation Plan, GREPECAS conclusions, SARPs and ICAO guidelines.	States/Territories/International Organizations	Continuing development in the CAR Region.	Note and support
CNS/ATM	CONCLUSION 1/15 SUPPORT FOR THE CONTINUING DEVELOPMENT AND IMPLEMENTATION OF CNS/ATM SYSTEMS IN THE CAR REGION States/Territories/International Organizations of the CAR Region are urged to identify and study the scenarios of this Region to help achieve the implementation of CNS/ATM systems in the CAR Region in order to be able to cope with the increase in air traffic and to increase safety, efficiency and regularity of air navigation, through international agreements and co-operation projects.	States/Territories/International Organizations	The E/CAR WG is in charge.	Follow-up
AIS	CONCLUSION 1/16 AIS DEVELOPMENTS That, Civil Aviation Administrations in the CAR Region commit to taking the available measures to implement AIS/MAP Automation Systems, AIS/MAP Quality Control Systems and WGS-84 Implementation through Bilateral or Multilateral Co-operation Programmes of ICAO Technical Co-operation or of other International Organizations and in this manner, accomplish and follow-up implementation plans of these AIS/MAP matters.	States/Territories	The Meeting is required to consider with special care the AIS issues that have an impact on air navigation safety.	Take note and follow-up

FIELD	CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
MET	CONCLUSION 1/17 WAFS IMPLEMENTATION That, a) States/Territories acquire a workstation and depiction software by November 2003; b) States/Territories undertake the corresponding training and, if required, take advantage of the training that will be provided by WMO and United States NOAA; and c) ICAO coordinate with WMO and United States NOAA the schedule of training and inform States/Territories accordingly.	States/Territories/ ICAO	All States/Territories have procured the new workstation with its depiction software. Training was coordinated between ICAO, United States and United Kingdom, ISCS and SADIS provider States, respectively. Workshops on display of WAFS products using GRIB and BUFR code are scheduled for December 2004, Peru (in Spanish) and March 2005, Mexico (in English).	Follow-up
COM /MET	CONCLUSION 1/18 CAR REGION COMMUNICATION / METEOROLOGY SPECIAL IMPLEMENTATION PROJECT That, a) States/Territories ensure that the COM/MET SIP recommendations are implemented, and b) ICAO coordinate an OPMET Implementation Meeting in mid-2003 for the Central and Eastern Caribbean States.	States/Territories ICAO	The NACC Office with the support of Barbados coordinated a meeting for 2-3 December 2004 to follow-up on the recommendations of the COM/MET SIP.	Follow-up

FIELD	CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
ATM	CONCLUSION 1/19 AGREEMENT ON ATS CONTINGENCY PLANS AND SUPPORTING SERVICES FOR THE CAR REGION That, States/Territories/International Organizations in the CAR Region (CAR): a) update not later than 27 November 2003 their ATS contingency plans and supporting services for their Flight Information Regions (FIRs), and develop, where possible, bilateral and/or multilateral agreements with States/Territories/International Organizations responsible for neighbouring airspace using the model presented in Appendix C to this Report; b) consider the ATS Contingency Plans for the Flight Information Regions (FIRs) mentioned in a) above as duly coordinated basic elements of the ATS Contingency Planning in the CAR Region; c) send a copy of their ATS Contingency Plan to the ICAO NACC Regional Office; and d) support, whenever possible, neighbouring States/Territories/International Organizations when ATS Contingency Plans are to be implemented, in case of disruption or potential disruption of air traffic services or related supporting services for international civil aircraft operations.	States/Territories/ International Organizations	The Meeting is expected to present a report on the advances obtained regarding ATS Contingency Plan. The E/CAR WG is in charge of finishing it on 30 November 2004. Refer to the E/CAR WG Draft Conclusion 28/12.	Follow-up
GEN	CONCLUSION 1/20 PRIORITY SOLUTION FOR AIR NAVIGATION DEFICIENCIES That States/Territories/International Organizations, with a view to resolving first and foremost their respective air navigation deficiencies, especially those that might have a negative effect on safety aspects presented in Appendix D, a) urgently develop and implement an Action Plan for each deficiency complying with the requirements established in the Air Navigation Plan FASID and the SARPs, specifying the corrective measures, the completion date, as well as assigning the necessary resources; and b) inform ICAO, through the NACC Office, on the Action Plan referred to in item a) above, no later than 31 December 2002, including any difficulties encountered.	States/Territories/ International Organizations		Follow-up

FIELD	CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
GEN	CONCLUSION 1/21 HUMAN RESOURCES PLANNING AND TRAINING That those States/Territories/International Organizations that do not have a human resources planning process for air navigation services, safety oversight and civil aviation security, consider, on an urgent basis, the need to take the following measures: a) appoint and train personnel in human resources planning within the units responsible for the different aeronautical services; b) develop a human resource plan for the next five years, containing a civil aviation personnel training programme including the implementation and operation of the new CNS/ATM Systems, safety oversight and civil aviation security; c) emphasize to the GREPECAS on the need to follow-up Decision 10/4 to analyze the <i>“impact of automation on human resources”</i> in accordance with the Guidance Manual for the Training of Human Resources on CNS/ATM Systems; d) consider the importance of attending activities sponsored by ICAO (courses, seminars, workshops, etc.) taking into account that such activities are aimed at complementing and updating civil aviation personnel training; e) request the ICAO NACC Regional Office to distribute the form, attached as the Appendix to this part of the Report, to be filled out by the Administrations in order to determine the need for human resources and training in the different aeronautical fields in the CAR States. This form should be sent to the NACC Office, <i>no later than 31 January 2003</i>; and f) use the information obtained in the aforementioned form by Aeronautical Administrations, GREPECAS and by the ICAO NACC Regional Office for coordination with Civil Aviation Training Centres (CATCs) of the CAR Region for human resources planning and training purposes.	States/Territories/ International Organizations	-Items a),b), d), the DCAs are expected to inform to the meeting on the steps given in this regard. Reports to WP/13. -Item c), GREPECAS was informed in its 12th. Meeting. -Item e), NACC Office distributed the form and a reminder. DCAs will inform to the meeting on the concerned actions taken. - Item f), Action subject to compliance with item e). The Meeting is required to agree on a new date to submit the request mentioned in e). Refer to WP/13	Take note and follow-up.
GEN	CONCLUSION 1/22 TRAINING STANDARDIZATION – TRAINAIR METHODOLOGY IN THE CAR REGION That, for the development of human resources, States/Territories/International Organizations in the CAR Region, consider the following actions: a) take the necessary measures to standardize civil aviation training, in accordance with ICAO guidelines taking into consideration international co-operation; b) that those training centers who have not yet joined the TRAINAIR Programme, do so; and c) that in the spirit of international co-operation, development of bilateral/multilateral projects to facilitate co-operation and technical assistance for adequately developing human resource planning and training should be considered.	States/Territories/ International Organizations	The CAA with training centres are expected to inform about actions taken in this respect.	Follow-up.

FIELD	CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
GEN	CONCLUSION 1/23 ICAO EDUCATIONAL EVENT USING INTERNET TECHNOLOGY That, a) ICAO undertake a pilot project to use virtual multimedia e-based and web-enabled technology for a Regional Office educational event planned to be held in late 2003 or early 2004 on the possible topic of ATS Contingency Planning; and b) States/Territories/International Organizations, following participation in the above mentioned event, provide ICAO feedback to determine whether this is a viable alternative and/or complementary methodology for conducting ICAO Regional Office educational events and should therefore be developed further and adopted for other events in the future.	ICAO States/Territories/ International Organizations	The Meeting could support this effort by analyzing the training needs in the various areas and proposing training programmes that could be fostering through regional technical cooperation projects. A domain to host the site www.mexico.icao.int The software is being selected for the development of the application.	Follow-up
GEN	CONCLUSION 1/24 INSTRUMENTS FOR THE EFFECTIVE IMPLEMENTATION OF NEW CIVIL AVIATION SYSTEMS That, recognizing the urgent need to take effective measures for the efficient implementation of the new civil aviation systems, States/Territories/International Organizations consider taking the following actions: a) dedicate financial resources to provide the necessary support to the implementation of the new civil aviation systems, taking into account that infrastructure and services are high cost items and that it is necessary to plan and develop a national plan; b) analyse the feasibility of developing regional technical cooperation projects, involving several States/Territories/International Organizations; c) consider the convenience of promoting international co-operation and bilateral/multilateral agreements that facilitate mutual assistance among States/Territories/International Organizations; d) undertake major efforts to join and actively participate in the Regional Technical Co-operation projects, currently executed in the CAR/SAM Regions; and e) propose new projects as deemed necessary.	States/Territories/ International Organizations	The NACC Office does not count with a TC Officer. The projects shall be coordinated with ICAO HQs.	Take note.

FIELD	CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
GEN	CONCLUSION 1/25 FINANCING RESOURCES TO INCREASE THE PARTICIPATION OF STATES / TERRITORIES / INTERNATIONAL ORGANIZATIONS IN REGIONAL COOPERATION PROJECTS ICAO and States/Territories/International Organizations are urged to continue efforts to obtain financing in order to participate in regional projects for the implementation of the new civil aviation systems aimed at increasing airspace capacity, safety, efficiency and regularity of civil aviation.	ICAO States/Territories/ International Organizations	ICAO/NACC Office expects to receive letters of intentions from States/Territories/Organizations, pointing out its interest to participate or fostering some identified project.	Take note and follow-up
SAR	CONCLUSION 1/26 SEARCH AND RESCUE SERVICES (SAR) IN THE CAR REGION That States/Territories/International Organizations from the Caribbean (CAR) Region: a) take the necessary measures to improve the search and rescue services in the areas under their responsibility; b) provide the required SAR support based on the corresponding SAR Agreements of Central America and the Eastern Caribbean (E/CAR) and make the necessary arrangements to finalize the SAR Agreement for the Central Caribbean no later than 2003; c) re-new the Central America and Eastern Caribbean SAR Committee's activities as well as the activities of the Central Caribbean SAR/MCI Task Force; and d) Haiti and Trinidad and Tobago take the required measures to properly implement the CAR/SAM Air Navigation Plan requirements related to the search and rescue regions (SRR) of Port -au-Prince and Piarco.	States/Territories/ International Organizations	Will be reviewed under Agenda Item 5, WP/14.	Follow-up
AGA	CONCLUSION 1/27 E/CAR REGIONAL CIVIL AVIATION MASS CASUALTY INCIDENT RESPONSE PLAN That, a) CDERA, in collaboration with PAHO, coordinate the development of the E/CAR Regional Civil Aviation Mass Casualty Incident Response Plan (CAMCIRP) for its member States in the Eastern Caribbean Region as an Annex to its existing Regional Coordination Plan, to be completed by October 2003; b) E/CAR States, ICAO, PAHO, RSS and the USCG actively support CDERA and the E/CAR MCI Task Force in its related activities, as required; and c) CDERA consider the establishment of MoUs or LoAs with CDERA non-member States in the Eastern Caribbean Region to incorporate these in the coverage of the E/CAR Regional CAMCIRP.	CDERA, E/CAR States/Territories/ International Organizations	a) Completed b) Valid c) Valid	Follow-up

FIELD	CONCLUSION/DECISION	ACTION FOR	REMARKS AND FOLLOW-UP	ACTION BY DCAs
AVSEC	CONCLUSION 1/28 AVIATION SECURITY That States and Territories: a) commit towards full implementation of the multilateral conventions on aviation security and the ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) as well as ICAO Assembly Resolutions and Council Decisions relating to aviation security and safety; b) participate actively in implementation of the ICAO <i>Aviation Security Plan of Action</i> , including the training and audit processes and necessary follow-up; c) endorse the GREPECAS Aviation Security Committee establishment, draft Terms of Reference and draft conclusions and decisions of its first meeting; and d) commit to active support and cooperation in regional aviation security activities.	States/Territories	Completed. The terms of reference were reviewed by the AVSEC/COMM/3 and approved by the GREPECAS/12 Meeting.	Note

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