



Agenda Item 1: Review of Valid Conclusions and Decisions from Relevant Meetings

**STATUS OF COMPLIANCE OF THE CONCLUSIONS/DECISIONS OF THE PREVIOUS
MEETINGS OF DIRECTORS OF CIVIL AVIATION OF THE CENTRAL CARIBBEAN, THE
NACC/DCA MEETINGS, AS WELL AS THE C/CAR WG MEETINGS**

(Presented by the Secretariat)

SUMMARY

This working paper reviews the status of the Conclusions/Decisions of previous meetings of the Directors of Civil Aviation of the Central Caribbean, NACC/DCA Meetings, and C/CAR WG Meetings, in order to review the relevant actions that have been taken.

References:

- Report of the Eighth Meeting of Directors of Civil Aviation of the Central Caribbean (C/CAR/DCA/8) (Curaçao, Netherlands Antilles, 15 to 18 May 2006)
- Report of the Second Meeting of Directors of Civil Aviation of North America, Central America and Caribbean (Tegucigalpa, Honduras, 11 to 14 October 2005).
- Report of the CAR WG/01 Meeting (Port of Spain, Trinidad and Tobago, 21 to 23 June 2007).

1. Introduction

1.1 Previous meetings of the Directors of the Central Caribbean, Meetings of the Directors of Civil Aviation of North American, of Central America and Caribbean (NACC/DCA), as well as C/CAR WG meetings, have adopted conclusions on air navigation items and other civil aviation matters. Normally, these conclusions are the result of the review and adoption of draft conclusions made by working groups. Follow-up to these conclusions, which are related to Central Caribbean air navigation, is normally performed by the Central Caribbean Working Group (C/CAR WG); the results are proposed for consideration of this Director's Meeting.

2. **Discussion**

2.1 Based on the review performed by the C/CAR DCA/8 and CAR/WG/01 Meetings and on the follow-up carried out by the ICAO NACC Regional Office, **Appendix A** to this working paper presents a review of the status of the valid conclusions of the C/CAR DCA Meetings. The Meeting will also receive information on the results of the review of the referred conclusions made by the First Caribbean Working Group Meeting (CAR/WG/1) held in Trinidad and Tobago, from 28 to 30 June 2007.

2.2 Likewise, according to the information available by the Secretariat, **Appendix B** presents a review of the status of conclusions of the NACC/DCA Meetings.

2.3 Additionally, **Appendix C** to this working paper presents the review of the status of the conclusions of the C/CAR Working Group, based on the follow-up carried out and on the results of the CAR/WG/01 Meeting.

3. **Suggested Action**

3.1 The Meeting is invited to review the Appendices A, B and C to this working paper in order to evaluate the status of compliance of the foregoing conclusions and to determine follow-up actions, taking into account the facts and considerations expressed under paragraphs 2.1 to 2.3 of this paper.

APPENDIX A

STATUS OF CONCLUSIONS REALTED TO THE C/CAR DCA MEETINGS

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	CONCLUSION 7/1 PRIORITIZING DRAFT CONCLUSIONS REFERRED BY THE CENTRAL CARIBBEAN 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.	C/CAR WG	The C/CAR Working Group noted this conclusion. The CAR/WG/1 Meeting has a new approach concerning the main actions through action plans.	Completed	Approve
AIS/ MAP	CONCLUSION 7/2 AIS/MAP TECHNICAL COOPERATION PROJECT The Directors of Civil Aviation of the C/CAR States and Territories, in support of implementation of AIS/MAP integrated systems and Quality Assurance Programmes, agree to: a) request a Technical Cooperation Project Document be developed by ICAO Headquarters for the above system and programme by 30 October 2004, and b) make a determination on the funding for the Project by 31 December 2004.	States/ Territories	Taking into account Conclusion 13/46 and paragraphs 3.5.20, 3.5.21 and 3.5.22 of the GREPECAS/13 Meeting the ICAO D/TCB is preparing a project to be submitted to States/Territories' consideration in June 2006, which will contain a financial proposal. -Refers to comments and follow-up of Conclusion 6/4 of the C/CAR DCA/6 Meeting.	Valid	Follow-up
ATO	CONCLUSION 7/3 CARIBBEAN HIGH LEVEL AIR TRANSPORT EXPERT GROUP That the ICAO NACC Office, in coordination with Bahamas, Cuba, Jamaica and other interested States/Territories, arrange by 30 October 2004 the establishment of a Group of Air Transport Experts for the express purpose of providing mutual support for aviation agreements with the European Community.	ICAO NACC Office States/ Territories	A letter on this subject was sent to Bahamas, Cuba and Jamaica. No response was received from these States, therefore, it is considered that there is no support for the establishment of this Air Transport Expert Group.	Completed	Approve

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	CONCLUSION 7/7 INCLUSION IN THE WORK PROGRAMME OF THE C/CAR WG THE DEVELOPMENT OF ATS SAFETY MANAGEMENT PROGRAMMES That the C/CAR WG develop, in coordination with the ICAO NACC Regional Office, an ATS safety management programme with objectives and minimum acceptable levels for the Central Caribbean so as to ensure safety in the provision of Air Traffic Services and to reduce ATS incidents, and the results be presented to the next C/CAR DCA meeting	C/CAR WG	Will be reviewed under Agenda Item 2. The NACC Office is organizing courses and workshops to implement these programmes.	Valid	Follow-up
ATM	CONCLUSION 7/8 DEVELOPMENT OF ATM CONTINGENCY PLANS FOR THE CAR REGION That, C/CAR States/Territories that have not yet done so: a) develop their ATM contingency plans for their airspace (CTA/UTA/FIR) and aerodromes under their jurisdiction; b) submit to the ICAO NACC Regional Office a copy of their ATM Contingency Plan by 30 November 2004; and c) carry out bilateral and/or multilateral agreements with States/Territories/International Organizations responsible for neighbouring airspace, in coordination with the ICAO NACC Regional Office, to develop an ATM Regional Contingency Plan using the guidelines presented in the Appendix C to this part of the Report.	States/ Territories/	Only Haiti has finalized. Cuba and Dominican Republic have developed a Draft. GREPECAS Conclusion 13/68 required to finalize on 30 June 2006. The Air Navigation Commission is following up the contingency plans, and has requested the elaboration of a Regional Catalogue of Contingency Plans (Conclusion GREPECAS 14/50).	Valid	Follow-up
ATM	CONCLUSION 7/12 BAHAMAS FIR IMPLEMENTATION That, a) Bahamas, Cuba, Haiti and the United States clearly identify the airspace dimensions of the proposed Bahamas FIR; b) Bahamas and the United States work to define operational responsibilities in the new FIR; c) as necessary, ICAO NACC Office invites other involved States/Territories and International Organizations to join in the process; and d) the States involved maintain the ICAO NACC Office informed on developments.	Bahamas, Cuba, Haiti and United States	It is expected that Bahamas will inform the Meeting on the follow-up.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
SAR	CONCLUSION 7/14 CARIBBEAN REGIONAL CIVIL AVIATION ACCIDENT MASS CASUALTY INCIDENT RESPONSE PLAN That, a) PAHO appoint a Rapporteur for the new Caribbean MCI Task Force, b) the Caribbean MCI Task Force initial composition include Jamaica, Trinidad and Tobago, United States (USCG), CDERA, ICAO and PAHO; and c) the PAHO Rapporteur convene a meeting of the Caribbean MCI Task Force in Barbados in 2004 to coordinate the completion of the Caribbean Regional Civil Aviation Accident Mass Casualty Incident Response Plan based on expanding the existing draft Eastern Caribbean Civil Aviation Accident Mass Casualty Incident Response Plan to include the C/CAR Region.	PAHO/ CAR MCI TF	No contact has been established with the rapporteur, nor the MCI/TF has had a meeting. The E/CAR DCA/20 Meeting, decided that this issue will be dealt by the E/CAR SAR Committee.	Valid	Follow-up
OPS	CONCLUSION 7/15 USOAP-SYSTEMS APPROACH That, the Directors of Civil Aviation of the Central Caribbean, noting the effort that will have to be taken in order to meet the requirements of the systems approach of the Universal Safety Oversight Audit Programme, agree: a) to appoint a National Safety Oversight Coordinator, where required, b) support the attendance of the National Safety Oversight Coordinator at the Seminar/Workshop scheduled for 26-27 September 2004 in Montreal, and c) request the ICAO NACC Office to present a similar event in the Region.	States/ Territories/	During the audits carried out under the systemic programme, results have found deficiencies in the compliance and implementation of the standards and recommended practices. The ICAO NACC Office will convene a Seminar for the preparation, conduction and reporting of audits in the ICAO Mexico Regional Office.	Date of the Seminar, 3 July 2007	Take note Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	CONCLUSION 8/1 UPDATE OF THE REQUIREMENTS ESTABLISHED IN THE FASID AND OPTIMIZATION OF THE APPLICATION OF SARPS THAT HAVE AN IMPACT ON AIR NAVIGATION DEFICIENCIES That in order to update the air navigation requirements established in the FASID and the uniform application of SARPS that have an impact on air navigation deficiencies, a) the States/Territories submit their proposals for amendment to the FASID to the ICAO Regional Office, in accordance to the procedure established by the CAR/SAM ANP; b) the C/CAR Working Group contributes to the updating of the requirement Tables of the FASID; c) States/Territories also inform the ICAO NACC Regional Office about their differences and coordinate with this Office about their disagreements in the interpretation and application of SARPS; and d) the actions indicated in a), b) and c) above are finalized before 28 February 2007.	States/ Territories C/CAR Working Group	The follow-up to the actions indicated in this conclusion is being implemented by C/CAR/WG meetings, GREPECAS mechanism and the recent CAR/WG/1 meeting.	Superseded	Approve
GEN	CONCLUSION 8/2 SUPPORT BY THE C/CAR DCA MEETING TO THE ACTIONS REQUIRED BY THE ALLPIRG/5 MEETING That States/Territories of the C/CAR Region give full support to the follow-up actions involving them by the Conclusions of the ALLPIRG/5 Meeting and start reviewing their national air navigation plans to cover the Global Plan Initiatives (as included in Appendix E) in coordination with the NACC Regional Office and GREPECAS.	States/ Territories	CAR/WG/1 and GREPECAS have made the follow-up to this matter.	Completed	Approve
ATM	CONCLUSION 8/3 DEVELOPMENT AND IMPLEMENTATION OF ATFM CONCEPT That C/CAR States/Territories who have not already done so, provide the necessary resources for the development and implementation of ATFM concepts and consider signing operational agreements for the interchange of flight plan data.	States/ Territories	The GREPECAS approved an ATFM performance objective. The CAR/WG elaborated an action plan for the implementation of ATFM.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AVSEC	CONCLUSION 8/4 ADOPTION OF AMENDMENT 1 TO ANNEX 17 That the States which have not done so, inform ICAO using the appropriate form; a) any differences that will exist on 1 July 2006 between the national regulations or practices and the provisions of the Annex 17 to include Amendment 11 and thereafter of any further differences that may arise, in accordance with the obligation imposed by Article 38 of the ICAO Convention; and b) the dates in which the States will have complied with the provisions of Annex 17, including its Amendment 11.	States	It is very important that States of the CAR Region continue supporting ICAO and ensuring that this conclusion be taken to the practical extent, and notify ICAO on the compliance or file pertinent differences when applicable.	Valid	Follow-up
AVSEC	CONCLUSION 8/5 RECRUITMENT OF AVSEC PROFESSIONALS That the States/Territories: a) review the ICAO prerequisites for the recruitment of the AVSEC professionals presented in the Appendix A to this part of the Report. and forward this information to AVSEC qualified individuals in their administrations; and b) encourage qualified individuals to apply with ICAO to assist States with the enhancement of their AVSEC Programmes.	States/ Territories	It is expected that continue supporting ICAO and ensuring this Conclusion be taken to the practical extent.	Valid	Follow-up
AVSEC	CONCLUSION 8/6 AVIATION SECURITY POINT OF CONTACT (POC) NETWORK That the States/Territories: a) review the criteria information for accessing the Point of Contact (POC) Network and designate the appropriate authority to receive imminent threats to civil air transport operations through this Network; and b) before 30 June 2006 sign up with ICAO using the appropriate form for the POC Network, presented in Appendix C to this part of the Report.	States/ Territories	Ensure to provide ICAO up-to-date information on AVSEC and FAL points of contact (if States/Territories have not already done so).	Valid	Follow-up

APPENDIX B

REVIEW OF THE VALID CONCLUSIONS OF THE NACC/DCA/1 AND NACC/DCA/2 MEETINGS

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	CONCLUSION 1/10 NATIONAL RNAV/RNP IMPLEMENTATION PROGRAMMES FOR THE CAR REGION That civil aviation administrations in the Caribbean (CAR) Region develop, as soon as possible, national RNAV route and RNP implementation programmes that are consistent with the CAR/SAM regional RNAV route and RNP implementation programmes, allowing the study on the impact of the implementation of these routes and their RNP values on the airspace and air traffic services under their responsibility permitting the implementation of these elements in an integrated, harmonious and timely fashion in the CAR Region.	States / Territories	Continue the development of RNAV and RNP routes. Se examinará bajo la Cuestión 2 del Orden del Día. The CAR/WG recommended the creation of the ATM/TF for the CAR Region, in order to study and develop an action plan.	Valid.	Follow-up
AVSEC	CONCLUSION 1/28 AVIATION SECURITY That States and Territories: a) commit towards full implementation of the multilateral conventions on aviation security and the ICAO Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) as well as ICAO Assembly Resolutions and Council Decisions relating to aviation security and safety; b) participate actively in implementation of the ICAO <i>Aviation Security Plan of Action</i>, including the training and audit processes and necessary follow-up; 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	Continuous Process It will be dealt with under Agenda Item 5 of this Meeting. a) A survey needs to be conducted in about six months to determine if contracting states in the region have ratified all the multilateral conventions on aviation security.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
GEN	CONCLUSION 2/1 SUPPORT FOR THE EXECUTION OF RECOMMENDATIONS / CONCLUSIONS OF GLOBAL, REGIONAL AND SUB-REGIONAL MEETINGS That NACC States/Territories/International Organizations, with a view to continuing the development of 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 of the Global, Regional and Sub-regional 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	It is considered that the States/Territories have noted this conclusion.	Completed	Approve
AIS	CONCLUSION 2/2 PROPOSAL FOR THE EXECUTION OF A WGS-84 SPECIAL IMPLEMENTATION PROJECT (SIP) FOR THE CAR REGION That the ICAO NACC Office submits to the ICAO Council a proposal for the development of a WGS-84 SIP in the CAR Region.	ICAO NACC Office	Since only one SIP is approved per matter in each region the current one was addressed to aeronautical charts-electronic data An aeronautical charts-electronic data (e-TOD) seminar will be carried out in Dominican Republic in October 2007. Refers to C/CAR/WG/6 Draft Concl. 6/1.	Valid	Take note
OPS	CONCLUSION 2/3 PAN AMERICAN AVIATION SAFETY TEAM (PAAST) That States, Territories and International Organizations: a) encourage safety personnel, air carrier, general aviation, and military pilots, airport operators, and air traffic controllers to actively participate in the PAAST programme; and b) consider incorporating safety programmes, such as ALAR and RIPP, as regulatory elements for pilot and controller licensing.	States/ Territories/ International Organizations	The PAAST recommendation regarding training in CFIT, ALAR and RIPP has to be integrated to the regulatory requirements of licenses, flight crews and air traffic controllers at least once a year.	Valid	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AVSEC/ AIS	CONCLUSION 2/4 WHTI/GEASA ACTIVITIES That States/Territories/International Organizations: a) consider the GEASA group as an important means to provide support for regional technical cooperation; and b) participate in GEASA activities as deemed appropriate.	States/ Territories/ International/ Organizations	GEASA studies the request suggested by the ICAO NACC Office in order to support the development of the technical cooperation project to improve the AIS/MAP and AVSEC systems.	Valid	Take note
OPS	CONCLUSION 2/5 UNIFIED STRATEGY TO RESOLVE SAFETY-RELATED DEFICIENCIES That the Directors of Civil Aviation of States and Territories as well as International Organizations from the CAR Region agree to: a) fully participate in the unified strategy implementation plan for the resolution of safety-related deficiencies, and b) provide, as requested, assistance to States outside of the CAR Region.	States/ Territories/ International/ Organizations	To increase the exchange of critical safety information, technical guidance material and information Among the regional organizations for safety, the deficiencies found in USOAP audits, the air safety regional groups, States, in and out of the Region and ICAO.	Valid	Take note
OPS	CONCLUSION 2/6 IASDEX PROGRAMME That States/Territories recognize the importance of safety data sharing initiatives such as the IASDEX programme, and are encouraged to express interest to the FAA in possible future participation in this specific initiative.	States/ Territories	Ongoing	Valid	Take note
OPS	CONCLUSION 2/7 ENHANCEMENT OF THE AVIATION SAFETY CULTURE The Directors from the NAM/CAR States, Territories and International Organizations, in agreement of the necessity and importance of a safety culture, resolved to: a) comply with ICAO safety requirements as elements for a safety culture, and b) commit to taking other appropriate measures for the enhancement of the aviation safety culture in their respective organizations.	States/ Territories/ International/ Organizations	The SMS courses are given by ICAO NACC to assist States in the Region for the implementation of a Safety Management System and to develop a proper safety culture	Valid	Take note

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
OPS	CONCLUSION 2/8 COMPLIANCE WITH ICAO LANGUAGE PROFICIENCY REQUIREMENTS That States/Territories and International Organizations of the NAM/CAR Regions begin the preparatory work in order to comply with ICAO language proficiency requirements by 5 March 2008 , preventing the occurrence o ATS incidents and accidents.	States/ Territories/ International Organizations	Safety Regional Organizations have conducted surveys in the regions to define the current level of language proficiency according to ICAO.	Valid	Take note
CNS/ ATM	CONCLUSION 2/9 COORDINATED DEVELOPMENT AND IMPLEMENTATION OF THE CNS/ATM SYSTEMS IN THE NAM/CAR REGIONS That aimed at continuing a coordinated development and implementation of the CNS/ATM systems in the NAM/CAR Regions, States/Territories/International Organizations should: a) follow-up the CNS/ATM Matrix presented in Appendix A to this part of the Report; b) develop planning implementation of these CNS systems taking into account, among other aspects, the Matrix referred in paragraph a) above; c) with the ICAO NACC Office support, adjust the mentioned CNS/ATM Matrix, taking into account the second amendment to the Global Air Navigation Plan for the CNS/ATM systems expected to be approved in 2006; and d) through the NACC regional/sub-regional meetings mechanism periodically update the information of the CNS/ATM Matrix on the status of development of the CNS/ATM systems in these Regions.	States/ Territories/ International/ Organizations	It is important to follow-up the actions of this conclusion, in order to contribute for a coordinated implementation of the CNS/ATM systems. The NACC Office is collaborating with States/Territories/International Organizations to organize concrete action plans.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
CNS	CONCLUSION 2/12 DEVELOPMENT OF A MODERNIZATION AND IMPLEMENTATION PLAN OF D-ATIS EQUIPMENT IN THE INTERNATIONAL AIRPORTS OF THE CAR REGION That, taking into account the experiences of COCESNA in developing a new D-ATIS equipment, States, Territories of the CAR Region and COCESNA examine and consider adopting in the international airports an equipment modernization plan and implementation of ATIS services, in accordance with ATM requirements.	States/ Territories COCESNA	States should adopt a modernization/implementation plan of ATIS equipment in accordance with the ATM requirements.	Valid	Take note
CNS	CONCLUSION 2/13 SUPPORT OF STATES IN THE NAM/CAR REGIONS TO ICAO'S POSITION FOR THE ITU WRC-2007 That the Directors of Civil Aviation of the NAM/CAR Regions, if not already done, adopt appropriate measures to support ICAO's position for the ITU WRC-2007: a) designate a focal point or a contact person with the respective national authority of radio-frequency spectrum management, in order to incorporate ICAO's position which is presented as the appendix to State Letter Ref.: E 3/5-05/85, dated 12 August 2005, when developing the State's position for the ITU WRC-2007, as well as with ICAO for the coordination of matters related with the WRC-2007; b) participate in an active manner in the preparatory work for the WRC-2007 in the CITEL meetings of the Organization of American States (OAS); c) participate in an active manner, whenever possible, in meetings of ICAO working groups and other activities convened by ICAO regarding the position for the WRC-2007; and d) ensure that, to the extent possible, representatives from civil aviation administrations be included in the national delegations to the conference ensuring the support of ICAO's position for the ITU WRC-2007 in the civil aviation-related matters.	NAM/CAR DGCAs	The CAR/WG/1 Meeting followed up this issue and proposed Draft Conclusion 1/16	Superseded	Approve

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	CONCLUSION 2/14 IMPLEMENTATION OF PERFORMANCE-BASED NAVIGATION That States/Territories and International Organizations take into account the information included in Appendix E to this part of the report in their future implementation work of Performance-Based Navigation in their airspace.	States/ Territories/ International/ Organizations	Will be reviewed under Agenda Item 2. The GREPECAS approved a road map and RNA/RNP performance objectives. The CAR/WG recommended that States/Territories/International Organizations develop their own action plan.	Valid	Follow-up
ATM	CONCLUSION 2/17 SUPPORT FOR THE ATM WORK IN THE NAM/CAR REGIONS That Civil Aviation Administrations of the NAM/CAR Regions continue supporting the work of the Working Groups for the regional development and implementation of the ATM elements applicable to the NAM/CAR Regions.	CAAs	Will be reviewed under Agenda Item 2	Valid	Follow-up
ATM	CONCLUSION 2/18 IMPLEMENTATION OF AIR TRAFFIC FLOW MANAGEMENT (ATFM) IN THE CENTRAL AMERICAN FIR That, considering the important operational and financial benefits for the ATM community, derived from the implementation of an efficient and safe Air Traffic Flow Management (ATFM) system, the States in the Central American FIR and COCESNA: a) initiate, under the coordination of COCESNA, the actions regarding the implementation of a sub-regional ATFM system for the Central American FIR, considering to that end the guidelines of ICAO, as well as the tasks and implementation programme to be agreed upon in the CAR/SAM Regions; b) continue the coordination with States, ICAO NACC Regional Office and other International Organizations, air operators, other ATFM Units and related bodies within a cooperative framework, in order to establish an efficient, safe and highly beneficial ATFM system; and c) present to the NACC/DCA/3 Meeting, through COCESNA, a report on the status of the progress of this project.	States/ COCESNA		Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
ATM	CONCLUSION 2/19 IMPLEMENTATION OF THE ATFM SYSTEM IN THE NAM/CAR REGIONS That the States/Territories/International Organizations initiate the corresponding activities to: a) apply the NAM/CAR joint strategy for ATFM development presented in Appendix H to this part of the Report through: i) the establishment of a CAR regional ATFM system; ii) the harmonized establishment of a NAM/CAR ATFM interregional system; and b) coordinate their implementation activities with the ICAO NACC Regional Office to achieve a regional, harmonious and interoperable ATFM implementation.	States/ Territories/ International/ Organizations	An ATFM seminar was held in Tegucigalpa, Honduras (27-31 March 2006) and a NAM/CAR ATM Regional Meeting, where the necessary aspects for ATFM implementation were discussed. Will be reviewed under Agenda Item 2. The CAR/WG developed an action plan for the ATFM implementation in the CAR Region.	Valid	Follow-up
ATM	CONCLUSION 2/20 IMPLEMENTATION OF A SAFETY MANAGEMENT SYSTEM That the States/Territories/International Organizations of the NAM/CAR Regions that have not yet done so: a) develop an action plan to implement by 10 November 2006 a safety management system through systemic and appropriate programmes; b) establish the acceptable levels and objectives with regard to safety, within airspaces and aerodromes under their jurisdiction; and c) participate in the activities carried out by ICAO in order to foster the implementation of a regional safety management system.	States/ Territories/ International/ Organizations	Will be reviewed under Agenda Item 2.1. The NACC Office has developed a regional programme on SMS Courses to assist States/Territories/International Organizations in its implementation.	Valid	Follow-up
ATM	CONCLUSION 2/21 IMPLEMENTATION OF PROGRAMMES FOR THE EVALUATION OF ATM PERFORMANCE That States/Territories of the CAR Region and COCESNA implement by 30 November 2006 an ATM performance assessment programme, in accordance with ICAO guidelines (Annex 11, Doc 4444 and Doc 9854.	CAR States / Territories COCESNA	ICAO will organize a course to assist with the implementation.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
MET	CONCLUSION 2/22 COORDINATION OF AGREEMENTS BETWEEN CIVIL AVIATION ADMINISTRATIONS AND MET AUTHORITIES OF CAR STATES / TERRITORIES / INTERNATIONAL ORGANIZATIONS That, aimed at improving the coordination, cooperation and provision of aeronautical MET services, States/Territories/International Organizations of the CAR Region, that have not yet done so, coordinate agreements between civil aviation Administrations and meteorological authorities: a) clearly identifying their respective functions and the coordination between them; and b) that the agreement states the mechanism to ensure the participation of MET personnel in meetings, seminars and workshops organized by ICAO in coordination with the WMO, according to the Modus vivendi between ICAO and the WMO (Doc 7475).	States/ Territories/ International/ Organizations	Review	Valid	Follow-up
MET	CONCLUSION 2/23 CO-OPERATION FOR SIGMET INFORMATION ISSUANCE That, with the view of improving the issuance of SIGMET information: a) civil aviation administrations and meteorological authorities of the States/Territories are urged to jointly deal with information issues related with the SIGMET issuance, through a Letter of Agreement among organizations/agencies involved in the re-collection and broadcast of SIGMET taking into account that the procedures used should be reviewed and arranged in accordance with the ICAO SARPs and guidance material; and b) airlines whose aircraft fly through or near meteorological phenomena that could affect flight safety be urged by IATA to provide timely and accurate special pilot reports.	States/ Territories	Review	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AIS/ MAP	CONCLUSION 2/24 STUDY OF THE AERONAUTICAL INFORMATION MANAGEMENT (AIM) CONCEPT That States/Territories/International Organizations: a) initiate the corresponding studies for the planning and development of the AIM concept in the AIS/MAP services of the NAM/CAR Regions and, to that end, be included as a task of the work programme of the existing working groups, taking into account, as reference, the Air Navigation Global Plan for the CNS/ATM Systems and the Recommendations of the 11 th Air Navigation Conference, and b) take the necessary measures and initiate the corresponding actions for the application of the AIM concept in the respective AIS/MAP services of the NAM/CAR Regions.	States/ Territories/ International/ Organizations	A seminar including AIM concepts and the new standards of Annexes 4 and 15 will be carried out from 22 to 25 October 2007 in Dominican Republic, in accordance with GREPECAS Conclusion 13/40.	Valid	Take note and participate.
AIS/ MAP	CONCLUSION 2/25 PAIGH/ICAO REGIONAL PROJECT FOR THE PRODUCTION OF AERONAUTICAL CHARTS That, taking into consideration the difficulties experienced in general in the CAR Region regarding the production of Aeronautical Charts required in Annex 4, and GEASA initiative to sponsor the preliminary studies to develop a regional cooperation project, CAR/SAM States/Territories/International Organizations: a) consider their integration in the production of aeronautical charts project, that is proposed within the ICAO and PAIGH technical cooperation frame; b) consider the regional Aeronautical Information Management (AIM) within the specifications of the project; and c) support the work of ICAO/PAIGH Aeronautical Charts Working Group, which functions under the GREPECAS mechanism, in order to develop a project under the Terms of Reference and Work Programme that are shown in Appendix M to this part of the report; and d) request support from the IFFAS.	States/ Territories/ International/ Organizations	Taking into consideration Conclusion 13/46 and paragraphs 3.5.20; 3.5.21 and 3.5.22 of GREPECAS/13 Meeting, the ICAO D/TCB is preparing a project which will be submitted to States/Territories' consideration in 2007. The corresponding coordination is being coordinated with ICAO TCB and with PAIGH. The ANC and the President of ICAO Council has given support to the project development in order that TCB fosters and assumes its execution.	Valid	Take note and follow up.

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AIS/ MAP	CONCLUSION 2/26 ADOPTION OF GUIDANCE MATERIAL FOR THE NOTAM CONTINGENCY PLAN That States and Territories of the NAM/CAR Regions and COCESNA consider the contents of the NOTAM Contingency Plan for Havana's FIR as guidance material for the establishment of operational agreements related to NOTAM contingencies.	States/ Territories/ International/ Organizations	Delegations will inform on the actions taken by the relevant Administrations on this issue. - Administrations are urged to implement these plans adopting the guidance material contained in Appendix AE of the GREPECAS/13 Meeting.	Valid	Take note, follow up and notify ICAO.
HRT	CONCLUSION 2/27 HUMAN RESOURCES AND TRAINING PLANNING That those States/Territories/International Organizations that do not have a human resources planning process at the different aeronautical services they provide, consider as an urgent matter the need to take the following measures: a) designate and prepare personnel on human resources planning within the responsible units of the different aeronautical services; b) develop a plan on human resources aimed at covering the needs for the next 5 years, including a training programme for the civil aviation staff involved in the implementation and operation of the new CNS/ATM systems, safety oversight and civil aviation security, and establish 31 March 2006 as deadline to finalize the plan; c) submit to the ICAO NACC Regional Office by 30 January 2006, the form shown in the Appendix O to this part of the report, duly completed by the CAAs.	States/ Territories/ International/ Organizations	The C/CAR WG/6 Meeting adopted Draft Conclusion 6/22 and Decision 6/23, in which States/Territories are requested to provide relevant information in order to continue the work of this Group. The follow-up to this conclusion was dealt with under agenda item 5 of the CAR/WG/1 Meeting.	Valid	Take actions
GEN	CONCLUSION 2/28 PRIORITIZE SOLUTION TO EXISTING AIR NAVIGATION DEFICIENCIES That States/Territories/International Organizations that have not yet done so, with the view to resolve air navigation deficiencies in the NAM/CAR Regions: a) use the GANDD database and provide information to keep the database updated; b) prepare and inform the ICAO NACC Office of their respective action plans for the solution of deficiencies, to be received before 30 December 2005; and c) prioritize and provide the necessary and available resources to resolve as soon as possible the deficiencies.	States/ Territories/ International/ Organizations	The GREPECAS will examine urgent deficiencies included in GANDD to 31 December 2007, to analyze possible last resort actions.	Valid	Follow-up

AREA	CONCLUSION	ACTION FOR	REMARKS AND FOLLOW-UP	STATUS/ TARGET DATE	REQUIRED ACTION
AVSEC	CONCLUSION 2/29 COMPLIANCE OF AVSEC PROGRAMMES The Directors of Civil Aviation agree to review and update national policies to ensure effective oversight of Annex 17, Standards 3.1.1, National Civil Aviation Security Programme, 3.4.4, Quality Control, 3.4.5, Survey, Inspection and Test, 3.1.7 National Training Programme, and 3.3.1 Aircraft Operators Security Programme.	States Territories CAR Region	The only way to determine if the States are implementing these SARPs is by conducting a new survey in 6 months. It is important to have the attention and cooperation from the Contracting States to finalize this conclusion.	Valid	Follow-up
GEN	CONCLUSION 2/30 ECONOMIC CONTRIBUTION OF CIVIL AVIATION That, the Directors of Civil Aviation of the North America, Central America and the Caribbean, recognizing the important impact of civil aviation on their economies, resolve to: a) use ICAO Circular 292, Economic Contribution of Civil Aviation, in support of efforts to define the contribution of civil aviation; and b) use the results in obtaining financing for important civil aviation projects.	NACC DGACs	It is considered that the Directors have noted this conclusion.	Completed	Approve
GEN	CONCLUSION 2/31 ACTIVITIES OF THE TECHNICAL CO-OPERATION PROJECTS IN THE NAM/CAR REGIONS That States/Territories and International Organizations of the NAM and CAR Regions: a) participate and contribute, if not already done so, to the budget of regional projects in their area of responsibility; and b) analyze the importance of using ICAO technical co-operation national projects as a governmental tool to expand and facilitate the achievement of management results.	States/ Territories/ International/ Organizations	It is considered that the Directors have noted this conclusion.	Completed	Approve

APPENDIX C

STATUS OF OUTSTANDING CONCLUSIONS AND DECISIONS OF PREVIOUS MEETINGS OF THE C/CAR WORKING GROUP

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
C/CAR WG/6				
AIS	CONCLUSION 6/1 FINALIZATION OF THE HARMONIZATION PROCESS OF THE WGS-84 COORDINATES AT THE FIR BOUNDARIES That the C/CAR States/Territories/International Organizations that have not yet done so: a) finalize the harmonization of boundary geographical coordinates in their respective FIRs, in coordination with the ICAO NACC Regional Office; and b) inform the ICAO NACC Regional Office: 1. on the officer appointed as the point of contact to carry out the task by 7 June 2006; according with the ICAO data base information that for such purpose would be distributed by the ICAO NACC Regional Office, as applicable, and 2. on the agreements reached in this respect by 15 September 2006.	States and Territories	a) A point of contact was designated by Haiti who informed that coordination and harmonization with neighbouring States had begun. b) The Meeting noted that Administrations who have not yet done so, should inform the ICAO NACC Office on the actions taken.	Valid
ATM	CONCLUSION 6/2 ESTABLISHMENT OF ATS SAFETY MANAGEMENT MEASURES That the States and Territories of the Central Caribbean, in order to reduce ATC loop errors: a) ensure that LHDs are promptly forwarded to CARSAMMA and copied to the ICAO Regional Office; b) request to the ATS authorities to establish management measures to enhance monitoring of ATC operations through the application of ATS quality assurance mechanisms; c) establish the maximum permitted levels as an objective of LHDs incidents and/or occurrence; d) in compliance with Doc 9859, Safety Management System (SMS), establish for the identification of the main incident causes and for risk assessment; e) foster coordination bilateral visits among their ATS quality assurance experts in order to exchange experiences and data on ATC Loop Errors and the actions taken to mitigate against recurrence; f) as applicable, plan the early interconnectivity of their ATS automated system in accordance with GREPECAS regional guidelines; and g) request the assistance of the ICAO NACC Regional Office where bilateral actions taken to address these errors prove insufficient.	States and Territories		Valid

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
ATM	CONCLUSION 6/3 ATFM PROCEDURES DEVELOPMENT That, C/CAR States/Territories, based on their regional and subregional developments: a) develop an ATFM Manual to serve as a basis for the provision of ATFM service in the different FIRs of the Central Caribbean; and b) present the progress thereupon to the C/CAR WG/7.	States and Territories		Valid
ATM	CONCLUSION 6/4 ATFM OPERATIONAL AGREEMENTS That C/CAR States/Territories encourage ATS providers to establish operational agreements among ATS units for ATFM service provision in the C/CAR.	States and Territories		Valid
ATM	CONCLUSION 6/5 PERSONNEL INVOLVED IN ATFM ACTIVITIES That the C/CAR States/Territories/International Organizations support the development of experts involved in ATFM implementation and their participation in the different related events to be developed in coordination with the ICAO NACC Office.	States and Territories	States/Territories are expected to have taken note of this Conclusion.	Completed
CNS	CONCLUSION 6/6 FINALIZATION OF THE IMPLEMENTATION PROCESS OF THE MEVA II NETWORK AND INTERCONNECTION/INTEROPERABILITY WITH REDDIG That MEVA Member States/Territories: a) make every effort to finalize and conclude their respective actions in order to contribute to the transition towards the MEVA II VSAT Network, by mid 2006; and b) follow-up and implement their respective agreed actions to achieve the interconnection/interoperability of MEVA II-REDDIG.	States and Territories	a) The transition towards MEVA II was carried out in November 2006. b) This action is being carried out as follow-up to the MR/4 Meeting.	Completed
CNS	DECISION 6/7 STUDY ON THE INITIAL C/CAR ATN IMPLEMENTATION PLAN That an ATN Task Force be activated to conduct preliminary studies of ATN architecture in the Central Caribbean, composed by members of Cayman Islands, Cuba, Haiti, Jamaica and United States (Rapporteur) so as to present the results of its study at the next C/CAR WG meeting.	ATN/TF	These studies are being carried out by the CAR/SAM ATN/TF.	Completed
CNS	CONCLUSION 6/8 C/CAR PRELIMINARY IMPLEMENTATION PLAN OF THE ATN AND GROUND-GROUND APPLICATIONS That the States/Territories of the Central Caribbean: a) review and complete the preliminary implementation plan of the ATN ground-ground applications, presented in Appendix C to this part of the report; and b) that have not yet done so, establish their correspondent national implementation plan of routers and ATN system based on the Regional Plan, the results of the C/CAR WG and the guidelines of GREPECAS.	States and Territories	The Draft Plan mentioned in the Conclusion was developed by the CAR/WG/1 Meeting and is presented in Appendix F to Agenda Item 2 of the same Meeting.	Completed

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
CNS	DECISION 6/9 DISBANDING OF THE C/CAR VHF/AMS COVERAGE TASK FORCE That, considering the VHF/AMS improvement and the existing actions plans for on-going enhancements, that the C/CAR VHF/AMS Coverage Task Force be disbanded, appreciating the work carried out by the Rapporteur and the Members.	C/CAR WG	The working group was deactivated.	Completed
CNS	CONCLUSION 6/10 AIR-GROUND DATA LINKS REGIONAL PLAN UPDATE AND ACTIONS FOR ITS IMPLEMENTATION That, with regard to the implementation of the air-ground data links, the C/CAR States/Territories adopt the part of the updated regional Plan presented in Appendix E to this part of the Report.	States and Territories	An update of this plan was adopted by GREPECAS Conclusion 14/53.	Superseded
CNS	CONCLUSION 6/11 SHORT-TERM IMPLEMENTATION OF THE AVAILABLE GNSS CAPABILITIES That, considering GREPECAS Conclusion 13/84, the C/CAR States/Territories, a) which have not done so, proceed with the application of the available GNSS capabilities in the short term; and b) follow-up the work developed by GREPECAS and ICAO for the evolutionary implementation of GNSS in the mid-long term.	States and Territories	Superseded by Draft Conclusion 1/10 and 1/11 of the CAR/WG/1 Meeting	Superseded
CNS	CONCLUSION 6/12 SOLUTION TO THE CONFLICTS PRODUCED BY THE SAME IDENTIFIERS USED IN VOR/DME STATIONS OF DOMINICAN REPUBLIC AND VENEZUELA That, aimed at resolving the conflicts detected by the use of identical identifiers in the VOR/DME stations, a) Dominican Republic should substitute identifier “CRO” of its Cabo Rojo VOR/DME station; b) Venezuela should substitute identifier “PNA” of its Punta San Juan VOR/DME station; and c) the States mentioned in the above items should coordinate with the ICAO NACC and SAM Regional Offices as applicable for the selection and assignment of new identifiers for the mentioned VOR/DME stations.	Dominican Republic and Venezuela	Dominican Republic and Venezuela will coordinate and implemented the agreed solution	Completed
CNS	CONCLUSION 6/13 USE OF THE MEVA II NETWORK TO SUPPORT RADAR DATA EXCHANGE That, for the establishment of communications for surveillance data sharing, the C/CAR States/Territories consider that, a) the VSAT MEVA II Network has the capability to support this objective; and b) the use of a synchronic channel of 9.6 kbps for the transmission of radar data is recommended.	States and Territories	States/Territories are expected to have taken note of this Conclusion.	Completed
CNS	CONCLUSION 6/14 ACTION PLAN FOR THE ESTABLISHMENT OF BILATERAL AGREEMENTS FOR RADAR DATA SHARING That, for the establishment of bilateral agreements for radar data sharing the C/CAR States/Territories consider the Action Plan presented in Appendix F to this part of the report.	States and Territories	States/Territories are expected to have taken note of this Conclusion.	Completed

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
CNS	CONCLUSION 6/15 FIRST PHASE OF BILATERAL RADAR DATA SHARING That, taking into account the technical feasibility studies and operational benefits carried out for the first phase of radar data sharing; Cuba, Cayman Islands and Jamaica, in coordination with COCESNA, consider initiating work and bilateral agreements in accordance with the guidelines of Appendix F for radar data exchange between the following centres: Kingston ACC/Cenamer ACC/Grand Cayman APP, Havana ACC/Kingston ACC and Cenamer ACC/Havana ACC.	Cayman Islands, Cuba, Jamaica and COCESNA	The States and COCESNA are expected to report on the progress of their bilateral and multilateral agreements. Cuba has informed that conversations with Jamaica have initiated.	Valid
CNS	CONCLUSION 6/16 SEMINAR ON RADAR DATA SHARING That the C/CAR States/Territories/International Organizations and ICAO take into account the proposed subjects presented in Appendix H to this part of the report for the development of seminars on radar data sharing.	States, Territories and ICAO	This Seminar is pending to be carried out due to lack of resources.	Valid
MET	CONCLUSION 6/17 APPOINTMENT OF MET EXPERTS IN THE C/CAR STATES/TERRITORIES That, as applicable, the C/CAR Civil Aviation Administrations, in coordination with the aeronautical meteorological services, take the corresponding actions in order to: a) designate a MET officer to participate as a point of contact in behalf of the aeronautical meteorological service; b) send to the ICAO NACC Office by 1 June 2006 the name and electronic address of the appointed MET focal point; and c) provide to the MET point of contact the support of the required electronic means so that he/she may be contacted by the Rapporteur of the C/CAR MET Task Force and the Secretariat of the GREPECAS AERMET Subgroup, in order to carry out the necessary coordination concerning the respective work programmes.	DGCA and MET Authorities	Replies by CAR States to ICAO correspondence are a minimum. Only 2 or 3 States replied.	Valid
SAR	CONCLUSION 6/18 ADOPTION OF EMERGENCY LOCATOR TRANSMITTERS (ELTs) AT 406 MHZ That the C/CAR States/Territories/International Organizations, in the terms and periods defined by ICAO: a) establish that all international transport aircraft including passengers and cargo that perform operations in the C/CAR area be equipped with emergency locator transmitters (ELT) at 406 MHz in accordance with Annex 6 parts I, II and III; b) take the necessary measures so that operators, including the ones in general aviation, use ELTs at 406 MHz or equivalent; and c) ensure that necessary arrangements and the requirements be established for the register of all the ELTs at 406 MHz, and stipulate that these register data be available 24 hours a day for any RCC that might need them.	States/ Territories/ International Organizations	a) & b) States/Territories are expected to have taken note of this Conclusion.	a) & b) Completed c) Valid

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
SAR	CONCLUSION 6/19 ADOPTION OF THE IAMSAR MANUAL FOR THE DEVELOPMENT OF NATIONAL SAR MANUALS OF THE CENTRAL CARIBBEAN STATES/TERRITORIES That the States/Territories who have not yet done so, henceforth use as a reference the IAMSAR Manual (Doc 9731) for the development of their National SAR rules.	States and Territories	States/Territories are expected to have taken note of this Conclusion.	Completed
SAR	CONCLUSION 6/20 ESTABLISHMENT OF SEARCH AND RESCUE (SAR) AGREEMENTS BETWEEN THE CENTRAL CARIBBEAN RCCs That, based on the draft agreement included in Appendix I to this part of the report: a) the States and Territories of the Central Caribbean have their SAR Coordinators review/develop the SAR Letters of Agreement between the corresponding RCCs; b) Civil Aviation Authorities of Cuba, Dominican Republic, Haiti and Jamaica establish a multilateral SAR agreement in the short term; and c) Civil Aviation Authorities of the States and Territories of the Central Caribbean endorse the SAR agreements achieved and present the progress status to the Eighth Meeting of Directors of Civil Aviation of the Central Caribbean (CCAR/DCA/8).	States and Territories	The CAR/WG/01 Meeting prepared a model of a SAR multilateral agreement.	Valid
GEN	CONCLUSION 6/21 HARMONIZATION OF THE AERONAUTICAL REGULATIONS IN THE CENTRAL CARIBBEAN That, aimed at maintaining the harmonization of the aeronautical regulations required by the States and Territories, the Central Caribbean Civil Aviation Administrations promote adequate coordination and collaboration among its designated experts for the development and publication of aeronautical regulations.	States and Territories		Valid
CNS ATM	CONCLUSION 6/22 REQUEST OF INFORMATION ON HUMAN RESOURCES AND TRAINING That, as part of the main elements for the CNS/ATM systems implementation, the C/CAR Civil Aviation Administrations: a) notify the ICAO NACC Office the name and email address of their respective Point of Contact; b) complete the forms contained in Appendices A, B, C and D to this part of the Report; and c) send the information detailed in items a) and b) above to the ICAO NACC Regional Office by 7 July 2006.	States and Territories	The follow-up to this Conclusion was dealt under Agenda Item 5 of the CAR/WG/1 Meeting.	Valid
GEN	DECISION 6/23 PROVISION OF INFORMATION TO THE HUMAN RESOURCES AND TRAINING TASK FORCE BY THE C/CAR WG MEMBERS That, with the purpose of carrying out tasks, the C/CAR Working Group Members directly provide information to the Human Resources and Training Task Force regarding the needs and policies of each aeronautical field/speciality.	States and Territories	The follow-up to this Conclusion was dealt under Agenda Item 5 of the CAR/WG/1 Meeting.	Valid

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
GEN	DECISION 6/24 C/CAR WG TASK FORCES TERMS OF REFERENCE AND WORK PROGRAMME The C/CAR WG adopts the revised Terms of Reference and Work Programme of its Task Forces as presented in the Appendix to this part of the report.	C/CAR WG		Completed
GEN	CONCLUSION 6/25 PARTICIPATION IN THE ICAO MEETINGS, SEMINARS AND OTHER EVENTS OF EXPERTS OF DIFFERENT AIR NAVIGATION FIELDS That, the Central Caribbean States and Territories support the participation of their experts assigned to the different air navigation fields in the meetings, seminars and other events convened by the ICAO NACC Office for 2006, described in Appendix B to this part of the report.	States and Territories	States/Territories are expected to have taken note of this Conclusion.	Completed
C/CAR WG/5				
GEN	CONCLUSION 5/1 AIR NAVIGATION DEFICIENCIES That the Civil Aviation Authorities of the States and Territories of the Central Caribbean: a) carefully review the Air Navigation Deficiencies identified in the Air Navigation Services and aerodromes under their jurisdiction; b) submit to the ICAO NACC Office the name of the person designated as Point of Contact (POC) for the access to the GREPECAS Air Navigation Deficiencies Database (GANDD) by 30 April 2005; and c) correct the Air Navigation Deficiencies in their respective States and Territories considering the use of the database available at the ICAO NACC Office web page.	States and Territories	b) Only Cuba, Haiti Dominican Republic, United Kingdom, United States, COCESNA and IFALPA have provided the name of the point of contact. Cuba: Finalized. It presented an updated action Plan and informed on the official point of contact for GANDD. It also reported that the systematic work to eliminate, as possible its deficiencies are carried out.	Valid
AIS	CONCLUSION 5/2 NEED FOR EFFECTIVE ACTIONS IN AIS/MAP ASPECTS That the States/Territories, in order to facilitate the development of the CNS/ATM systems in accordance with the Global Air Navigation Plan and the Recommendations of the Eleventh Air Navigation Conference and, in order to accelerate and materialize the implementation of AIS/MAP elements: a) take necessary measures for implementing those AIS/MAP aspects required to develop the global ATM operational concept, taking into account that the collaborative decision-making (CDM) requires the availability of high quality aeronautical information sources; b) develop technical assistance bilateral agreements directly with those States that have already efficiently implemented such elements and have offered to provide assistance; and c) if it is deemed necessary, take into account the mediation of the NACC Regional Office to endorse the corresponding agreements.	States/ Territories	Delegates should inform on the actions taken by their respective Administrations. New estimated dates for items a), b) and c) should be proposed.	Valid

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
ATM	DECISION 5/5 IMPLEMENTATION PROGRAMMES OF SID AND STAR STANDARDIZED PROCEDURES IN THE CENTRAL CARIBBEAN That the Central Caribbean Working Group develop an action plan for the development and publication of SID and STAR standardized procedures which are necessary to connect their origin and destination international airports with the RNAV Routes, that may be operationally required by the Central Caribbean airspace, in harmony with implementation of ATS routes in the CAR Region and present it to the forthcoming NACC/DCA/2 meeting.	C/CAR WG		Valid
CNS	DECISION 5/9 SOLUTION TO THE DEFICIENCY PRESENTED BY THE ATS SPEECH CIRCUIT BELIZE APP – MERIDA ACC That the ICAO NACC Office request Belize and Mexico, supported by COCESNA to analyze, a) the feasibility of implementing as soon as practicable an ATS speech circuit Belize APP – Merida ACC through the digital networks of Mexico and Central America; and b) in case the alternative in item a) is not possible, the feasibility of implementing the referred circuit through other means.	ICAO NACC Office	The ICAO NACC Office will discuss this matter with Belize and Mexico. A Meeting is still pending to be held in order to review the ATS requirements related with the Belize APP / Merida ACC ATS speech circuit.	Valid
CNS	CONCLUSION 5/12 INITIAL ACTION TO UPDATE THE CAR REGION PLAN TO IMPLEMENT VHF, HF AND SATELLITE DATA LINKS That, with the aim of updating the corresponding part of the VHF, HF and satellite data link requirements of the CNS 2A Table of the FASID: ICAO request IATA updated information on the projection in the time scale of aircraft capacity operating in the CAR Region; States, Territories and International Organizations participate in the programme of initial actions contained in Appendix F to this part of the Report; and the results of the actions in items a) and b) above be presented to the GREPECAS mechanism.	ICAO States and Territories	The action indicated in pa. a) of this Conclusion was carried out by the ICAO NACC Office. The follow-up of the rest of the actions were discussed through WP/08 of this Meeting. Cuba has stated that they are in the disposition to participate and contribute in the initial actions contained in Appendix F to the C/CAR/WG/5/IF.	Valid
CNS	DECISION 5/13 WORK OF THE C/CAR WORKING GROUP ON PLANNING OF INITIAL ACTION TO UPDATE THE CAR REGIONAL DATA LINK PLAN That the C/CAR Working Group provide follow-up and support the programme of initial actions shown in Appendix F to this part of the Report, expanding and proposing finalization dates of each activity.	C/CAR WG	Superseded by Draft Conclusion 1/5 of the CAR/WG/1 Meeting	Superseded
CNS	CONCLUSION 5/14 IMPROVEMENT OF SURVEILLANCE SERVICES IN ATS UNITS That all C/CAR States/Territories/ Organizations that require surveillance services in their ATS units and have not implemented radar services as yet, adopt an aggressive action plan for its implementation or study the feasibility to implement ADS or ADS –B.	States and Territories	Superseded by Draft Conclusion 1/15 of the CAR/WG/1 Meeting	Superseded

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
CNS	CONCLUSION 5/15 ANALYSIS ON THE FEASIBILITY OF THE MEVA II NETWORK TO SUPPORT RADAR DATA CIRCUITS That, a) the NACC Office request the MEVA II TMG to perform a general analysis on the feasibility of the MEVA II Network to support radar data circuits; and b) depending on the analysis by the MEVA II TMG in accordance with item a) above, the States/Territories/Organizations who adopt a decision to implement circuits for the radar data exchange present in a timely fashion to the MEVA II TMG the details of the requirements of the circuits to switch their radar data systems for its analysis.	MEVA II TMG States and Territories	This conclusion was superseded by Conclusion 6/13.	Superseded
CNS	CONCLUSION 5/16 PROVISION OF RADAR EXPERTS TO THE RADAR DATA SHARING TASK FORCE That every State/Territories/International Organizations in charge with the provision of air traffic services within the C/CAR that is interested in radar data sharing provides adequate experts who assist to the work of the radar data sharing task force in order to help the Task Force to advance expeditiously in the execution of its tasks.	States and Territories/ International Organizations	States/Territories are expected to have taken note of this Conclusion.	Completed
CNS	CONCLUSION 5/17 ASSESSMENT OF THE TRAINING NEEDS FOR RADAR DATA EXCHANGE That, based on a regional consultation through ICAO, States/Territories/International Organizations assess the need for providing training to their operational and technical personnel through an integrated regional solution, with a view to implementing radar services and/or radar data exchange.	States and Territories	This conclusion was superseded by Conclusion 6/16.	Superseded
CNS	DECISION 5/18 CONVENING OF AN EXTENDED RADAR DATA SHARING TASK FORCE MEETING That the Radar Data Sharing Task Force convene a meeting of all the States/Territories/International Organizations interested in studying this issue in order to have adequate representation at the meeting for discussion and identification of ATS units where implementation of radar data sharing is feasible and beneficial.	Radar Data Sharing Task Force	There has been no progress in the work of the C/CAR and E/CAR Radar Data Exchange Task Forces.	Valid
CNS	CONCLUSION 5/19 DATA INTEGRITY OF THE RADAR SYSTEM IN RADAR DATA EXCHANGE That States/Territories/International Organizations implement an adequate system to ensure reliability of the service to the user and integrity of transmitted or received radar data.	States and Territories	Neither the implementation of agreements for radar data exchange nor the implementation of a control for radar data integrity have been reported.	Valid
CNS	DECISION 5/20 INFORMATION REQUEST FOR THE RADAR COVERAGE CORRESPONDING TO MERIDA ACC AND CENAMER FIR That, as part of the identification of the areas where it would be feasible and beneficial to share radar data, the ICAO NACC Office request Mexico and COCESNA up-to-date information on the SSR coverage of the following sectors:	ICAO NACC Office	Mexico and COCESNA initiated bilateral agreements.	Completed

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
CNS	CONCLUSION 5/21 COMMENCEMENT OF THE RADAR DATA EXCHANGE PROGRAMMES That States/Territories/International Organizations who can benefit from radar data sharing start negotiations on a bilateral or multi-lateral basis to implement a radar data exchange programme, awaiting the further development of the system.	States/ Territories/ International Organizations	Cuba and Jamaica have started negotiations to prepare and implement a bilateral plan for radar data exchange.	Valid
CNS/ ATM	CONCLUSION 5/22 SUB-REGIONAL ACTION FOR THE STUDY AND IMPLEMENTATION OF THE ADS AND ADS-B SYSTEMS That, a) with a view to the deployment of ADS and ADS-B systems in the Central Caribbean in the short-term, ICAO request information from IATA on the current avionics capacity and on their member airlines plans for the deployment of the use of ADS and ADS-B in the Caribbean and Central America; b) each State/Territory/International Organization of the Central Caribbean is urged to, c) taking into account the operational requirements of its airspace, evaluate its respective radar coverage, its radars' useful life and the potentialities of covering empty spaces and substitute or replace the radar coverage with ADS or ADS-B; d) evaluate and plan the existing and future ATC automated systems capacity in order to support ADS or ADS-B systems; e) investigate and evaluate their policies related to the ADS and ADS-B data sharing with their respective neighbouring areas in which the position is provided by the same aircraft instead of being measure by the radars; and f) consider the feasibility to apply ADS-B as a solution to the movement control in the airports surface.	States/ Territories/ International Organizations ICAO	a) The information was requested to IATA. IATA has provided some information regarding this issue. b) Superseded by Draft Conclusion 1/12 of the CAR/WG/1 Meeting	a) Completed b) Superseded
CNS/ ATM	DECISION 5/23 ADS-B STUDIES IN THE CENTRAL CARIBBEAN The C/CAR Working Group, a) review the last activities related to the ADS and ADS-B conducted by the States, Territories and International Organizations that have responsibility of the FIRs control; b) identify the areas with more air traffic density, current and foreseen until 2015; c) gather information from the States/Territories/International Organizations on the existing and planned ATC automated systems capacities to support ADS or ADS-B systems; and d) identify the design phases and deployment development of the ADS and ADS-B systems, in order to improve and to extend the surveillance data sharing plan, taking advantage of the ADS or ADS-B systems ground potential stations.	C/CAR WG	Superseded by Draft Conclusions 1/13 and 1/14 of the CAR/WG/1 Meeting	Superseded

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
ATM	CONCLUSION 5/24 ATFM POINTS OF CONTACT IN THE CENTRAL CARIBBEAN That the States and Territories of the Central Caribbean provide to the ICAO NACC Office by 30 April 2005 the name of the person that will act as a point of contact for the ATFM studies, with a view to an early ATM evolution in the Central Caribbean.	States and Territories	Only Cuba and Dominican Republic have provided the name of the PoC. Cuba: Finalized. Cuba provided its point of contact and it is willing to support the group's work.	Valid
C/CAR WG/4				
ATM	CONCLUSION 4/3 DEVELOPMENT OF ATS QUALITY ASSURANCE PROGRAMMES AND ATS CONTINGENCY PLANS IN THE CENTRAL CARIBBEAN That States/Territories send to the ICAO NACC Regional Office by 30 June 2004: a) the status of implementation of the ATS Quality Assurance Programmes; b) the measures towards the solution of ATS incidents; and c) ATS contingency plans.	States/ Territories	b) The indicated action was incorporated in the terms of reference of the C/CAR WG. c) This conclusion was superseded by Conclusion 7/8 of the C/CAR DCA/7.	a) Valid b) Completed c) Superseded
CNS	DECISION 4/7 VHF/AMS COMMUNICATIONS COVERAGE That the C/CAR VHF/AMS Coverage Task Force (Rapporteur – Jamaica), with the support of the ICAO Regional Office, review the pending VHF/AMS communications coverage issues and develop a regional action plan for their resolution to be presented at the C/CAR/WG/5 Meeting.	C/CAR VHF/AMS Coverage Task Force	The C/CAR VHF/AMS Coverage Task Force was deactivated.	Completed
CNS	CONCLUSION 4/8 ATN/AMHS TRAINING That, ICAO, if possible, coordinate with States/Territories to hold an ATN/AMHS training event in the 2004-2005 timeframe.	States/ Territories	In compliance with this Conclusion and Conclusion 12/41 of GREPECAS, the ATN Seminar was held in October 2006 in Santa Cruz, Bolivia.	Completed
SAR	DECISION 4/16 DEVELOPMENT AND INTEGRATION OF THE SEARCH AND RESCUE PLANS IN THE CENTRAL CARIBBEAN That the C/CAR/WG, supported by the C/CAR SAR Task Force in coordination with the ICAO NACC Regional Office: a) continue to follow-up the development and improvement of National SAR Plans; b) develop an action plan for the development of a C/CAR SAR Plan to be presented at the next C/CAR/WG/5 Meeting; and c) incorporate SAR tasks in its Work Programme.	C/CAR SAR Task Force ICAO	The CAR/WG/1 Meeting developed a SAR multilateral Memorandum of Understanding, which was recommended by Draft Conclusion 1/4.	Valid

FIELD	CONCLUSION	ACTION FOR	COMMENTS AND FOLLOW-UP	STATUS
C/CAR WG/3				
MET	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, a) review the corresponding parts of the FASID Tables MET 2 ¹ and MET 2A ² 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.	States/ Territories	The ICAO NACC Regional Office has not received other proposals for amendment. Cuba sent updated information.	Valid
C/CAR WG/2				
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 follow-up is being executed by the C/CAR Working Group.	Valid
C/CAR WG/1				
CNS	DECISION 1/19 REVIEW/IMPLEMENTATION OF THE CNS 2A, CNS 2B, CNS 3 AND CNS 4A – FASID That the C/CAR Working Group as a follow-up of its immediate work; a) review the installation Plan and related services to the Aeronautical Mobile Service and the AMSS (Table CNS 2A), the HF Network Designators Table (Table CNS 2B), the Radio Navigation Aids Plan (Table CNS3), as well as Surveillance Systems (Table CNS 4A) all from the FASID; and b) analyze difficulties in the implementation in order to suggest all pertinent actions to complete the implementation.	C/CAR WG	The FASID Tables were and are being verified.	Completed
CNS	DECISION 1/27 ESTABLISHMENT OF A RADAR DATA SHARING TASK FORCE FOR THE CENTRAL CARIBBEAN The Meeting agreed to establish a Task Force on the Radar data sharing in the Central Caribbean, together with the Terms of Reference, Work Programme, Composition and Rapporteur, which is attached to this part of the Report in Appendix F. This Task Force should also report its progress to every C/CAR Working Group Meeting, as well as to make periodical reports if necessary.	C/CAR WG	The Task Force was established.	Completed

– END –

¹ Table MET 2 corresponds to CAR/SAM FASID Table MET 2A in force.

² Table MET 2A corresponds to CAR/SAM FASID Table MET 2B in force.