



International Civil Aviation Organization

North American, Central American and Caribbean Office (NACC)

Seventh Central American Air Navigation Experts Working Group Meeting (CA/ANE/WG/7)

Ninth Central Caribbean Working Group Meeting (C/CAR/WG/9)

ICAO NACC Regional Office, Mexico City, Mexico, 5 to 9 March 2012

Agenda Item 2

Review and follow-up to Conclusions/Decisions of previous CA/ANE/WG/6 and DGAC/CAP/95, C/CAR/WG/8 and C/CAR/DCA/11, GREPECAS/16, NACC/WG/3 and NACC/DCA/4 Meetings

CONCLUSIONS/DECISIONS FROM PREVIOUS MEETINGS OF DIRECTORS OF CIVIL AVIATION AND GREPECAS

(Presented by the Secretariat)

SUMMARY

This information paper presents for reference of the Meeting the Conclusions/Decisions from the DGAC/CAP/95, C/CAR/DCA/11, GREPECAS/16 and NACC/DCA/4 Meetings.

References:

- Report of the 95th Central American and Panama Directors of Civil Aviation (DGAC/CAP/95) Meeting, Antigua, Guatemala, February 2011
- Report of the Eleventh Meeting of Central Caribbean Directors of Civil Aviation (C/CAR/DCA/11), Mexico City, Mexico, July 2010
- Report of the Sixteenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/16), Punta Cana, Dominican Republic, April 2011
- Report of the Fourth Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/4), San Pedro Sula, Honduras, June 2011

Strategic Objectives

This working paper is related to Strategic Objectives A and C.

1. Introduction

1.1 The Conclusions/Decisions of previous meetings of Directors of Civil Aviation from Central America (DGAC/CAP), the Central Caribbean (C/CAR/DCA), the North American, Central American and Caribbean (NACC/DCA), and the CAR/SAM Regional Planning and Implementation Group (GREPECAS) are attached to this information paper (for reference of the Meeting) as follows:

- Appendix A** Conclusions/Decisions from the DGAC/CAP/95 Meeting – *Spanish only*
- Appendix B** Conclusions/Decisions from the C/CAR/DCA/11 Meeting
- Appendix C** Conclusions/Decisions from the GREPECAS/16 Meeting
- Appendix D** Conclusions/Decisions from the NACC/DCA/4 Meeting

APPENDIX A
Available only in Spanish

CONCLUSIONES/DECISIONES DE LA REUNIÓN DGAC/CAP/95

**CONCLUSIÓN 95/1 MEJORAMIENTO DE LOS SISTEMAS DE VIGILANCIA DE LA
SEGURIDAD OPERACIONAL**

Que:

- a) los Estados de Centroamérica, en caso de que lo requieran, consideren solicitar ayuda de la OACI, el RASG-PA y/o de manera bilateral con cualquier otro Estado para mejorar sus sistemas de seguridad operacional, incluyendo la resolución de los resultados de las auditorías, la implantación de los planes de acción correctiva, el suministro de instrucción para el personal, y el desarrollo de procedimientos y documentación de orientación; y
- b) la Oficina Regional NACC de la OACI lleve a cabo un análisis regional de los resultados del ciclo de auditorías bajo el Enfoque Sistémico Global (CSA) del USOAP realizadas en los Estados de la Región CAR y presente un informe en la Reunión NACC/DCA/4, a celebrarse en junio de 2011, indicando las razones probables y las posibles soluciones a la falta de aplicación eficaz de los ocho elementos críticos del sistema de vigilancia de la seguridad operacional.

**CONCLUSIÓN 95/2 PROGRAMA UNIVERSAL DE LA OACI DE AUDITORÍA DE LA
SEGURIDAD DE LA AVIACIÓN (USAP)**

Que Belice, Costa Rica, Guatemala y Panamá:

- a) se aseguren de completar la implementación efectiva de su Plan de Acción correctivo respecto a las recomendaciones del informe de auditoría USAP del primer ciclo, antes de recibir la auditoría USAP del segundo ciclo, notificando el avance de sus Planes de Acción a la OACI; y
- b) notifiquen a la OACI en caso de que algunas diferencias detectadas durante la auditoría USAP aún no hubieran sido corregidas.

**CONCLUSIÓN 95/3 PROYECTO REGIONAL DE COOPERACIÓN TÉCNICA DE LA
OACI PARA LA REGIÓN DEL CARIBE SOBRE
IMPLEMENTACIÓN DE LOS SISTEMAS DE NAVEGACIÓN
AÉREA BASADA EN LA PERFORMANCE (RLA/09/801)**

Que los Estados de Centroamérica consideren para aprobación en la próxima reunión del Consejo Directivo de COCESNA su participación en el proyecto RLA/09/801, y lo informen a la Oficina Regional NACC de la OACI a más tardar el **7 de marzo de 2011**.

CONCLUSIÓN 95/4 **GRUPO REGIONAL SOBRE SEGURIDAD OPERACIONAL DE LA AVIACIÓN – PANAMERICANO (RASG-PA)**

Que:

- a) los Estados de Centroamérica continúen apoyando al RASG-PA a través de la asignación de representantes de nivel apropiado para asistir a reuniones y participar en proyectos, provean contribuciones incluyendo: expertos, instrucción, auspicio de eventos, compartir información de seguridad operacional, experiencia y herramientas; y
- b) los Estados de Centroamérica implanten los Planes de Implementación Detallada (DIP), según corresponda, de manera oportuna.

CONCLUSIÓN 95/5 **GRUPO REGIONAL SOBRE SEGURIDAD DE LA AVIACIÓN Y FACILITACIÓN - PANAMERICANO (AVSEC/FAL/RG-PA)**

Que los Estados de Centroamérica y Panamá:

- a) se aseguren que las Autoridades de Aviación Civil de los Estados proporcionen una copia del Informe de la Primera Reunión del Grupo Regional sobre Seguridad de la Aviación y Facilitación - Panamericano (AVSEC/FAL/RG-PA/1) a las autoridades competentes de seguridad de la aviación (AVSEC) y a las entidades gubernamentales de alto nivel relacionadas con AVSEC en sus Estados;
- b) insten a Costa Rica a nominar al miembro representante para el AVSEC/FAL/RG-PA;
- c) nominen miembros voluntarios para el Equipo Regional de Seguridad de la Aviación (RST), como contribuciones en especie para formar un equipo de expertos AVSEC disponibles para asistir a otros Estados, siendo los gastos de viaje y viáticos cubiertos por donantes;
- d) informen continuamente a la OACI, de manera oportuna, sobre cualquier cambio en la información de los Puntos de Contacto de facilitación (FAL) y de seguridad de la aviación (AVSEC) en su Estado en conformidad con las directrices; y
- e) apoyen la futura estrategia AVSEC de la OACI siendo anfitriones de las actividades del programa de instrucción de la OACI y continúen proveyendo personal AVSEC calificado como instructores para las actividades de instrucción auspiciadas por la OACI.

CONCLUSIÓN 95/6

PROYECTO OACI CAPSCA-AMÉRICAS

Que:

- a) Belice confirme su participación en CAPSCA–Américas enviando una carta a la Oficina Regional NACC de la OACI;
- b) los Estados de Centroamérica preparen y actualicen sus planes y preparación del sector de aviación ante una emergencia de salud pública, en colaboración con las autoridades de aviación civil y salud pública, y realicen simulacros para probar dichos planes en conformidad con las SARPS relacionadas de la OACI y con el RSI de la OMS (2005); y
- c) Belice, Costa Rica, El Salvador, Honduras y Nicaragua acepten las visitas de asistencia programadas por CAPSCA–Américas en 2011.

APPENDIX B

CONCLUSIONS/DECISIONS FROM THE C/CAR/DCA/11 MEETING

CONCLUSION 11/1 IMPROVEMENT OF SAFETY OVERSIGHT SYSTEMS

It is urged that:

- a) C/CAR States, if so required, consider seeking assistance from ICAO, RASG-PA, RSOOs and/or any other State on a bilateral basis to improve their safety oversight systems, including the resolution of audit findings, implementation of corrective action plans, the provision of training for staff, and the development of procedures and guidance documentation; and
- b) the ICAO NACC Regional Office, once the USOAP Comprehensive System Approach (CSA) audit cycle has been completed, conduct a regional analysis of the results of audits conducted in the CAR States and present a report to States at the NACC/DCA/4 Meeting, planned for June/July 2011, indicating the probable reasons and possible solutions for the lack of implementation of the eight critical elements of a safety oversight system.

CONCLUSION 11/2 ICAO UNIVERSAL SECURITY AUDIT PROGRAMME (USAP)

That C/CAR States:

- a) ensure complete and effective implementation of their corrective action plan regarding the recommendations of the USAP first cycle audit report before receiving the USAP second cycle audit, notifying progress on their action plans to ICAO; and
- b) notify ICAO should any differences identified during the USAP audit remain unaddressed.

CONCLUSION 11/3 REGIONAL AVIATION SAFETY GROUP – PAN AMERICA (RASG-PA)

That C/CAR States and Territories:

- a) continue supporting RASG-PA by assigning appropriate level representatives to attend meetings and participate in projects; provide contributions including: experts, training, hosting events, and sharing safety information, experience and tools; and
- b) ensure the attendance of Civil Aviation Authority Directors General, high-level officials from airport operators, air navigation service providers (ANSPs), airlines and other key aviation stakeholders at the RASG-PA/03 Meeting to be held in Punta Cana, Dominican Republic, from 25 to 29 October 2010.

CONCLUSION 11/4 **NAM/CAR/SAM REGIONAL AVIATION SECURITY AND FACILITATION GROUP (AVSEC/FAL/RG-PA)**

That C/CAR States:

- a) ensure that Civil Aviation Authorities provide a copy of the report of the First NAM/CAR/SAM Regional Aviation Security and Facilitation Group Meeting (AVSEC/FAL/RG-PA/1) to the appropriate aviation security (AVSEC) authorities and high-level Governmental entities related to AVSEC within their States;
- b) nominate AVSEC/FAL/RG-PA member representatives and alternates;
- c) nominate Regional Security Team (RST) members, on a voluntary basis, to form a team of AVSEC experts available to undertake assistance to States on contribution-in-kind basis with any travel and per diem costs covered by funds provided by donors;
- d) keep ICAO continuously informed of their Aviation Security (AVSEC) and Facilitation (FAL) Points-of-Contact; and
- e) support ICAO future AVSEC strategies by hosting ICAO AVSEC training activities and continuing to furnish qualified personnel as instructors for ICAO sponsored training events.

CONCLUSION 11/5 **ICAO REGIONAL TECHNICAL COOPERATION PROJECT FOR THE CARIBBEAN REGION ON THE IMPLEMENTATION OF PERFORMANCE BASED AIR NAVIGATION SYSTEMS**

That:

- a) ICAO finalize and send the Project Document to all CAR States/Territories by 30 July 2010, seeking their participation;
- b) C/CAR States/Territories be urged to support and participate in the performance-based regional technical cooperation project, leading to a seamless and cost effective global ATM system;
- c) States notify ICAO by 30 September 2010, or as soon as practicable thereafter, of their intent to participate in the project and initiate the process to sign the Project Document and deposit the financial contribution; and
- d) ICAO and States/Territories be urged to seek financial and other assistance from all possible sources to facilitate their participation in the project and minimize the annual fee.

**CONCLUSION 11/6 PARTICIPATION IN, FOLLOW-UP TO AND COOPERATION
WITH THE RLA/03/902 – SACCSA PROJECT, PHASE III**

That, with a view to following-up and supporting the studies on technical-financial feasibility of SBAS implementation in the CAR/SAM Regions that the RLA/03/902 - SACCSA Project is carrying out and its contribution to general GNSS implementation, the Central Caribbean States and International Organizations (CASSOS, IATA, ALTA, etc.) are urged to:

- a) join, actively participate in, and follow-up on Phase III of the mentioned Project; and
- b) foster the coordination, cooperation and assistance of their respective national research and development bodies with the Project to provide technological/scientific support and contribute to the work, dissemination and application of this knowledge among specialized bodies, users, and the Central Caribbean Working Group, as well as to obtain benefits of the GNSS in other interested sectors of States.

CONCLUSION 11/7 ICAO CAPSCA-AMERICAS PROJECT

C/CAR States and Territories are encouraged to:

- a) prepare and update aviation pandemic preparedness plans in collaboration with public health authorities and perform exercises to test such plans in compliance with related ICAO SARPs and WHO IHR (2005);
- b) become participating members of the ICAO CAPSCA – Americas Project, if not yet members, by sending a letter to the ICAO NACC Regional Office; and
- c) accept aviation pandemic preparedness assistance visits offered by the ICAO CAPSCA - Americas Project.

CONCLUSION 11/8 AVIATION TRAINING PLAN FOR THE CAR REGION

That in order to plan for the provision of aviation training required from 2012 – 2016 in the CAR Region:

- a) C/CAR States/Territories review and consider the outcomes of the Next Generation of Aviation Professionals (NGAP) Symposium. <http://www.icao.int/NGAP/documentation.htm>
- b) ICAO send a letter to States/Territories by 31 July 2010, requesting information on future aviation training required by its personnel and provided by recognized institutions offering aviation training in its State/Territory; replies to be received by ICAO by **30 September 2010**.
- c) ICAO send a letter to International Organizations by 31 July 2010, requesting information on identified aviation training required by member personnel and provided in the CAR Region; replies to be received by ICAO by **30 September 2010**.
- d) ICAO:
 - i) analyze the information provided by States/Territories/International Organizations;
 - ii) prepare a report on regional aviation training needs in States/Territories from 2012 - 2016;
 - iii) prepare a directory of existing aviation training providers in the region recognized by States/Territories/International Organizations;
 - iv) identify required future aviation training for which there are presently no suitable providers in the Region;
 - v) recommend options for the development and provision of additional required future training;
 - vi) prepare a regional plan for aviation training provision for 2012 – 2016; and
 - vii) circulate these documents to States/Territories/International Organizations by **30 November 2010**, for review and comment; replies to be received by ICAO by **31 January 2011**.
- e) ICAO prepare and present the draft regional aviation training plan for the CAR Region for 2012 – 2016 to the NACC/WG/3 Meeting in Guatemala in April 2011.
- f) ICAO revise and present the final regional aviation training plan for the CAR Region for 2012 – 2016 to the NACC/DCA/4 Meeting in June/July 2011.

APPENDIX C

CONCLUSIONS/DECISIONS OF THE GREPECAS/16 MEETING

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/1 A&C	ACTION PLAN FOR THE IMPLEMENTATION OF GREPECAS CONCLUSIONS	That, in order to enable the Secretariat to follow-up on the implementation of GREPECAS conclusions: a) once the GREPECAS Meetings reports are received, the States, Territories and International Organizations of the CAR/SAM Regions shall complete the Action Plan used for this purpose and submit it to the corresponding ICAO Regional Office within a period not greater than 30 days; and b) the ICAO NACC and SAM Regional Offices follow-up on the activities included in the action plans.
D16/2 A&C	FOLLOW-UP ON GREPECAS OUTSTANDING CONCLUSIONS	That, starting from the GREPECAS/16 Meeting: a) the ICAO NACC and SAM Regional Offices follow-up on the activities contemplated in the action plans for the implementation of GREPECAS outstanding conclusions, in order to provide the required support to the States/Territories that so require; and b) the review of the status of implementation of outstanding conclusions corresponding to the next-to-last and previous meetings of GREPECAS be excluded from the agenda of future GREPECAS meetings and instead, be presented to States by the Secretariat as an information paper.
D16/3 A	COORDINATION BETWEEN GREPECAS AND RASG-PA	That the Secretariat develop, for consideration by GREPECAS: a) a coordination mechanism to avoid duplication of efforts between GREPECAS and RASG-PA; and b) a procedure whereby one group may propose actions to the other group.
C16/4 C	SUPPORT FOR THE COMPLETION OF PROJECT RLA/03/902 SACCSA STUDIES AND PARTICIPATION IN THE TEST-BED IMPLEMENTATION	In view of the first results obtained by the SACCSA Project – Phase III-A and its contribution to the implementation of PBN, and in order to support the completion of this Project, CAR/SAM States/Territories/International Organizations are urged to: a) facilitate/coordinate with their corresponding national authorities access and provision of data to the SACCSA Project from networks with 1-second GPS receiving stations with FTP or NTRIP access and RINEX files; and b) taking into consideration the objectives indicated in Appendix B to Agenda Item 2 of the report of the CNS/ATM/SG/2 Meeting, consider participation in the SACCSA-SBAS test-bed implementation by notifying ICAO Regional Offices by 30 June 2011 .

¹ * *Note: ICAO has established the following Strategic Objectives for the period 2011-2013:*

- A** *Safety – Enhance global civil aviation safety*
- B** *Security – Enhance global civil aviation security*
- C** *Environmental Protection and Sustainable Development of Air Transport – Foster harmonized and economically viable development of international civil aviation that does not unduly harm the environment*

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/5 A&C	CNS/ATM FIELDS TRAINING PROGRAMME FOR THE COMPETENCY OF AERONAUTICAL PROFESSIONALS FOR THE CAR/SAM REGIONS	That to train aeronautical professionals with regard to necessary competencies, CAR/SAM States/Territories/International Organizations: a) follow-up and take into consideration the recommendations of the Symposium on Next Generation Aeronautical Professionals (NGAP) and the results of the NGAP Task Force; b) in coordination with the ICAO Regional Offices, establish a training programme that responds to the performance objectives identified in the CAR and SAM Regions performance-based implementation plans for the 2012-2016 period; and c) inform the ICAO Regional Offices on the progress made in the development of this programme, by 30 September 2011.
AERMET/SG/10		
C16/6 C	MIGRATION FROM ISCS-G2 TO WIFS	That, taking into consideration the proposed migration from ISCS-G2 to WIFS, ICAO encourages States to take appropriate measures to obtain access using the WIFS to the WAFS products provided by WAFC Washington.
C16/7 C	TRANSITION OF ISCS-G2 AND IMPLEMENTATION OF THE WAFS FILE SERVER	That, with the goal of providing the users with enough time to undertake an orderly transition, the WAFC Washington Provider State is invited to: a) extend the service ISCS-G2 until 30 June 2012; and b) provide an operational WAFS Internet File Server (WIFS) no later than March 2010.
C16/8 C	WIFS USER GUIDE	That: a) the WAFC Washington Provider State be invited to consider the possibility of providing the WIFS User Guide also in Spanish; and b) if the request in paragraph a) is not possible, ICAO take the necessary action for the translation of the referred guide.
C16/9 A	GUIDE ON THE INTERNATIONAL AIRWAYS VOLCANO WATCH (IAVW)	That the Secretariat develop regional guidance in Spanish to explain the contents of Doc 9766, <i>Handbook on the International Airways Volcano Watch (IAVW) – Operational Procedures and Contact List</i> .
C16/10 C	MONITORING OF SIGMET RECEIVED IN BRASILIA INTERNATIONAL OPMET DATABANK	That in the controls of OPMET information carried out by the Brasilia International Databank: a) priority is given to the analysis of most common errors in the headings of SIGMET; b) the results be sent to the ICAO SAM Office; and c) ICAO Lima and Mexico Offices submit the monitoring results to the corresponding States for them to take the pertinent actions to correct the deficiencies detected.
C16/11 C	PARTICIPATION OF STATES' MEMBERS IN THE MEETINGS OF ICAO OPERATIONS GROUPS OR STUDY GROUPS IN MONTREAL	That States that have experts in ICAO Operations Groups and Study Groups in Montreal are encouraged to make the maximum efforts for them to participate in the meetings.

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/12 C	BACK-UP MWOs IN THE CAR/SAM STATES	That: a) in order to comply with paragraph 14 of ANP Basic, Part VI – MET, if a MWO is temporarily not functioning another could assume its obligations; the back-up list included as Appendix B to WP/08 to this part of the report should be taken into account; b) the Secretariat make the necessary updates to CAR/SAM Regional SIGMET Guide.
C16/13 C	SIGMET WV TESTS	That in order to keep a constant feedback and efficiency in the issuance of volcanic ash SIGMET starting 2010, the States, in coordination with the corresponding VAACs, carry out the SIGMET WV test during the month of September. The test should have a duration of 48 hours.
C16/14 C	FORMAT FOR OPMET INFORMATION EXCHANGE CONTROLS	That in order to improve the OPMET exchange: a) the name of “coordinate controls of OPMET exchange for the CAR/SAM Regions” be changed to “COM/MET coordinated controls of OPMET exchange for the CAR/SAM Regions”; and b) the format for the controls of OPMET exchange be modified, in the sense of having one format for METAR and TAF exchange controls and SPECI reception on the basis of CAR/SAM FASID Table MET 2B, and another for the reception SIGMET and special air-reports, on the basis of Appendix I to the <i>Guide for the preparation, dissemination and use of SIGMET information in the CAR/SAM Regions</i> , including in the latter the ATS unit location indicators providing services to the FIR, UIR and SRR. <i>Note. – The Secretariat will prepare the format that should be used starting the next control.</i>
C16/15 C	CAR/SAM GUIDE FOR OPMET EXCHANGE	That in order to enable the application of ICAO procedures for OPMET information exchange, the States use the CAR/SAM Guide for OPMET Exchange included in Appendix C to WP/08 to this part of the report.
C16/16 C	INSTALLATION OF AMHS USER TERMINALS IN METEOROLOGICAL UNITS WITH INTERNATIONAL OPMET REQUIREMENT	That the corresponding States, when implementing the new AMHS system in substitution of the current AFTN system, take into consideration the installation of AMHS user terminals in the MET units of the States that have international OPMET requirements, in order to increase the availability of OPMET information and to comply with GREPECAS Conclusion 6/33.
C16/17 C	AMENDMENT TO CAR/SAM ANP BASIC AND FASID, PART VI - MET	That: a) Part VI – MET of CAR/SAM ANP Basic and FASID Tables MET 1A and MET 2A are amended as shown in Appendix D to WP/08 of this meeting; and b) Table MET 2B of the CAR/SAM Facilities and Services Implementation Document (FASID): i. be eliminated from CAR/SAM FASID; and ii. be included as an Appendix to the CAR/SAM Guide for OPMET exchange.
C16/18 C	CAR/SAM MET REGIONAL PERFORMANCE OBJECTIVES	That the CAR/SAM MET Regional Performance Objectives and associated performance framework forms as contained in Appendix E to WP/08 of this meeting are adopted.

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/19 C	ATM/MET SEMINAR / WORKSHOP	That in order to develop a list of possible MET requirements in support of ATM for the CAR/SAM Regions, ICAO, in coordination with WMO, conducts a Seminar/Workshop for the CAR/SAM Regions.
C16/20 C	UPDATED COURSE ON AMENDMENT 75 TO ANNEX 3 FOR MET AND ATS PERSONNEL	That the States plan an update course on Amendment 75 to Annex 3 for MET and ATS personnel, once they receive from ICAO the approval of the referred amendment.
AGA/AOP/SG/7		
C16/21 A	UPDATED STATUS ON AERODROME CERTIFICATION	That States submit to their respective ICAO NACC and SAM Regional Offices a report on the implementation status of airport certification no later than 28 February 2010.
C16/22 A	WORKSHOPS ON STATE SAFETY PROGRAMME AND SAFETY MANAGEMENT SYSTEM (SSP AND SMS) COURSES	That the ICAO NACC and SAM Regional Offices organize workshops on the implementation of the SSP by States and SMS for aerodrome operators during 2010.
C16/23 A	BEST PRACTICES TO PREVENT RUNWAY INCURSIONS AND RUNWAY EXCURSIONS	That States submit to NACC and SAM Regional Offices: a) A report on best practices used to prevent runway incursions/excursions at airports; b) That this report be submitted no later than 30 March 2010.
C16/24 A	HARMONIZATION OF TAXIWAY DESIGNATION	That ICAO consider the development and provision of guidelines on the harmonization of taxiway designation in order to reduce operator confusion and to minimize runway incursions.
AIM/SG/12		
C16/25 C	PLAN FOR THE IMPLEMENTATION OF PRINCIPLES ON HUMAN FACTORS FOR AIM	That States/Territories/International Organizations, in support of GREPECAS Conclusion 15/30 “ <i>Guide for the application of principles on human factors in AIS/MAP</i> ”, adopt the “ <i>Plan for the implementation of principles on human factors for AIM</i> ”.
C16/26 C	APPROVAL OF UPDATES TO THE GUIDANCE MANUAL FOR THE IMPLEMENTATION OF A QUALITY MANAGEMENT SYSTEM ORIENTED TO THE AERONAUTICAL INFORMATION MANAGEMENT (AIM)	That States/Territories/International Organizations, approve the revisions to the Guidance Manual for the Implementation of a Quality Management System considering the transition from AIS to the Aeronautical Information Management (AIM), contained in the Appendix to this working paper.

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/27 C	CAR/SAM TRAINING GUIDE FOR THE AIM COURSE	That the AIM Subgroup: a) propose to GREPECAS the adoption of the “CAR/SAM Training Guide for the AIM Course” (*); b) coordinate with the ICAO NACC and SAM Regional Offices and the national and regional training centres, for the distribution of the guide to serve as a reference in the development of modules for the CAR/SAM AIM course; and c) consider, within the Roadmap for AIS-AIM transition, the initiation of AIM training course based on this reference guide, starting in 2011.
C16/28 C	CAR/SAM MANUAL ON HUMAN FACTORS IN THE AERONAUTICAL INFORMATION MANAGEMENT (AIM)	a) Submit the Manual on Human Factors in the Aeronautical Information Service to the consideration of GREPECAS; and b) Take into account this manual for the implementation of training programmes for AIS/MAP personnel.
C16/29 C	REFERENCE FOR THE DEVELOPMENT OF TRAINING PROGRAMMES IN TECHNICAL ENGLISH LANGUAGE FOR AIS/MAP PERSONNEL IN CAR/SAM STATES	That CAR/SAM States, Territories and International Organisations consider Doc 9835 AN/453 – <i>Manual on the Implementation of ICAO Language Proficiency Requirements</i> , as a reference when formulating their training programmes in the English language, adapting it as necessary based on the performance requirements for AIS personnel, in support to the ATM Operational Global Plan.
C16/30 C	ROADMAP FOR THE TRANSITION FROM AIS TO AIM	That CAR/SAM States and Territories: a) Consider the guidelines, steps and timeline for the Transition from AIS to AIM presented in the “Roadmap for the transition from AIS to AIM”; b) inform the corresponding ICAO Regional Office progress and/or difficulties on the implementation of SARPs associated to the implementation guide, not later than 5 May 2010; c) develop the corresponding AIM air navigation regional plans with the related PFFs and with the Regional Plans as a reference, according to GREPECAS conclusion 15/1 in its paragraphs a) and b), and in the AIM Roadmap; and d) Inform to the ICAO CAR/SAM Regional Offices on the progress of the implementation requested in the above paragraph, no later than 29 October 2010.
C16/31 C	AVAILABILITY OF DOCUMENTATION IN SPANISH	That the need to give priority, to the extent possible, to translating into Spanish the texts that are available only in English and that are of crucial importance for complying with ICAO SARPs, be proposed to ICAO with a view to achieving the AIS-AIM transition.
C16/32 C	GENERAL GUIDANCE FOR THE IMPLEMENTATION OF A GIS SYSTEM IN AIM	GREPECAS approves as vital importance to support ICAO SARPs, the application of the General Guidance for the Implementation of a GIS System in AIM, to achieve the transition from AIS to AIM in the States, Territories and International Organizations of the CAR/SAM Regions.

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
CNS/ATM/SG/1		
C16/33 A & C	ADOPTION OF PERFORMANCE MONITORING AND MEASUREMENT PROGRAMME FOR THE CAR/SAM REGIONS	<p>Considering the importance to monitor and measure the achievement of the performance objectives defined for the CAR/SAM Regions, that States, Territories and International Organizations of CAR/SAM Regions:</p> <p>a) adopt the set of metrics related to key performance areas of access, capacity, cost effectiveness, efficiency, environment, flexibility, predictability and safety; described in Appendix A of this part of the report, to monitor and measure the implementation advances of the regional performance objectives;</p> <p>b) incorporate these metrics into their performance monitoring programmes, collect relevant data and submit to the ICAO Lima and Mexico regional offices on a regular basis;</p> <p>c) coordinate with ATM community members to promote information and data collection; and</p> <p>d) inform ICAO Regional Offices of their advances by 30 November 2010.</p>
C16/34 C	FOLLOW-UP, PARTICIPATION AND COOPERATION TO ICAO RLA/03/902 REGIONAL PROJECT	<p>That with the objective of concluding technical-financial viability studies of the SBAS implementation within the CAR/SAM Regions, under the ICAO RLA/03/902 regional project, the States, international organizations and users are invited to:</p> <p>a) Participate in Phase III of the RLA/03/902 – SACCSA project and promote cooperation between national entities and make progress on development with support of educational institutions so as to provide scientific and technical support; and</p> <p>b) Increase coordination and exchange of information on the results obtained and experience gained in RLA/03/902 project, GBAS national projects and other initiatives regarding GNSS implementation.</p>
C16/35 A & C	ADOPTION OF THE CAR/SAM ATFM MANUAL	<p>That, considering the importance to harmonize the implementation of ATFM in the CAR/SAM Regions, the States, Territories and International Organizations of the CAR/SAM Regions adopt the ATFM Manual shown in Appendix A to the report of the CNS/ATM/SG/1 Meeting.</p>
C16/36 C	COLLECTION OF INFORMATION ON EXISTING AND FUTURE AVIONICS IN THE CAR/SAM REGIONS	<p>Taking into account the importance of having information on avionics already installed and to be installed on user aircraft, for purposes of planning and cost/benefit analyses, it is urged that:</p> <p>a) States/Territories and International Organisations are urged to collect information on avionics already installed and to be installed in non-IATA domestic fleets and other general aviation users, suggesting the adoption of a format similar to that of the IATA survey form (Appendix D to this part of the Report), the results to be sent to the respective ICAO Regional Office by December 2010;</p> <p>b) IATA include the aforementioned information in the IATA database, informing the ICAO CAR/SAM Regional Offices about the response to this request; and</p> <p>c) The information collected to date in the SAM and CAR Regions be included in the mentioned data base, as well as any information that can be provided by the avionics manufacturers.</p>

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/37 C	PROPOSED ROUTING SCHEME FOR IPV4 FOR INTER AND INTRA REGIONAL COMMUNICATIONS LINKS FOR ATN GROUND TO GROUND APPLICATIONS	That the CAR/SAM Regions use the IPv4 routing scheme for inter and intra regional communications links in ATN ground to ground applications for described in Appendix E to the report of the CNS/ATM/SG/1 Meeting.
C16/38 C	IMPROVEMENTS TO THE ACTIVITIES REFERRED IN ADS-B TRIALS	That States/Territories/International Organizations who are carrying out ADS-B trials are urged to: a) Continue with the data collection and analysis, in accordance with GREPECAS guidelines (GREPECAS/15 report, Appendix Q); b) Search for the exchange of data between States, particularly with regard to coverage superposition and analysis criteria; c) Solve, with the respective airspace users, the duplicate or illegal 24-bit Address cases identified, and inform in this respect to the ICAO Regional Offices; d) Inform airspace users on any anomaly in the received ADS-B messages, in preparation of future ADS-B implementation; and e) Duly inform the ICAO Regional Offices on the trial results, for their publication.
C16/39 A & C	IMPLEMENTATION OF THE NEW FLIGHT PLAN FORMAT IN THE CAR/SAM REGIONS	That considering the importance of the implementation of Amendment 1 to the Fifteenth Edition of Doc 4444, whose application is foreseen for 2012, CAR/SAM States/Territories/International Organizations: a) Adopt the strategy for the implementation of Amendment 1 to Doc 4444 (PANS-ATM) (15th edition) shown in Appendix J to the report of the CNS/ATM/SG/1 Meeting; b) Develop action plans, taking into account the regional strategy and the action plan based in a performance scope, which includes as Appendix J to this working paper, for the harmonious implementation of the new ICAO flight plan format and the ATS messages related; c) Designate experts who participate as points of contact to coordinate with other air navigation services providers of States/Territories/International Organizations from adjacent flight information regions (FIRs), implementation matters of ATS messages related with the implementation of the new ICAO flight plan format (FPL); and d) Send the result of this implementation to the ICAO NACC and SAM Regional Offices, not later than 30 November 2011.
C16/40 C	TRAINING FOR AERONAUTICAL PROFESSIONAL COMPETENCE	That CAR/SAM States/territories and international organizations, take into consideration the list of short and mid-term and training requirements shown in Appendix D to the report of the CNS/ATM/SG/1 Meeting, so that CATCs, in coordination with CAR/SAM States/territories civil aviation authorities and international organizations, prepare aeronautical training programmes which contemplate regional air navigation and safety requirements.

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
C16/41 C	GNSS TRAINING	<p>That, taking into account that training of a larger number of experts is essential for the future implementation of GNSS systems in the CAR/SAM Regions, as well as the various ICAO recommendations for the provision of GNSS technical training, and the ICAO initiative on the next generation of aviation professionals:</p> <p>a) States/Territories and International Organizations are urged to foster the training of national instructors, based, inter alia, on courses promoted by ICAO, as a way of supporting the internal dissemination of acquired knowledge;</p> <p>b) The States/Territories and International Organizations that have not yet included GNSS in their training programmes, include this type of training in their plans as of 2010; and</p> <p>c) ICAO is urged to include the necessary considerations on the technical training of professionals, e.g. training on GNSS systems, in the initiative on next generation aviation professionals and its corresponding instances.</p>
GENERAL		
C16/42 A	RESOLUTION OF AIR NAVIGATION DEFICIENCIES	That States/Territories having difficulty in resolving priority “U” air navigation deficiencies request ICAO assistance to prepare action plans and coordinate support for resolving deficiencies if required.
C16/43 A&C	REVISED METHODOLOGY FOR THE IDENTIFICATION, ASSESSMENT AND REPORTING OF AIR NAVIGATION DEFICIENCIES	<p>That:</p> <p>a) ICAO consider the proposed revised methodology for the identification, assessment and reporting of air navigation deficiencies presented in Appendix A to this part of the report; and</p> <p>b) in the interim, GREPECAS adopt the revised methodology as a test-bed and notify the ICAO ANC of the results.</p>
C16/44 A&C	REVIEW OF EXISTING AIR NAVIGATION DEFICIENCIES	<p>That:</p> <p>a) the revised methodology be applied to existing deficiencies contained in the GANDD within a reasonable time period but no later than 31 March 2012;</p> <p>b) ICAO review and improve the GANDD in order to enable the update of deficiencies information in a more timely manner; and</p> <p>c) ICAO review the procedures for the validation and elimination of the deficiencies contained in the GANDD by 30 June 2011.</p>

Conclusion / Decision and Strategic Objective ¹	Title of Conclusion/Decision	Text of Conclusion/Decision
D16/45 A&C	NEW GREPECAS ORGANIZATION	That in order to implement CAR/SAM performance-based regional plans in compliance with the Global Air Navigation Plan and Global ATM Operational Concept: a) the GREPECAS organization be modified as described in Appendix A to this part of the report; and b) the Secretariat circulate a letter to States/Territories, accompanied by an explanatory note and the revised GREPECAS Procedural Handbook, requesting ratification of the new GREPECAS organization and inviting suggestions for further refinement within 30 days, including reference to non-response being taken as acceptance without comment.
D 16/46 A&C	REVISED GREPECAS TERMS OF REFERENCE	The revised GREPECAS Terms of Reference, which incorporate the ICAO Council requirement to coordinate with RASG-PA are presented in Appendix B to this part of the report.
D 16/47 A&C	TRANSFORMATION OF GREPECAS SUBGROUPS	That the work currently in progress by the GREPECAS AERMET, AGA/AOP, AIM and CNS/ATM Subgroups, and their respective task forces, where applicable, as presented in the Appendices B – E of WP/17 be transformed into programmes and projects.
C16/48 A&C	TERMS OF REFERENCE, WORK PROGRAMME, AND COMPOSITION OF THE GREPECAS PROGRAMMES AND PROJECTS REVIEW COMMITTEE	That: a) the Programmes and Projects Review Committee (PPRC) be established with the terms of reference, work programme and composition shown in Appendix C to this part of the report; and b) the Secretariat present the requirement for the selection and commitment of States to become members of the PPRC to the upcoming Directors of Civil Aviation Meetings in the CAR and SAM Regions
C16/49 A&C	CONTRIBUTION FROM STATES TO THE GREPECAS RESOURCES	That States, within their means, contribute the necessary resources to GREPECAS projects in the form of project coordinators and experts and provide the assigned individuals the allocation of adequate time, release from normal duties, and financial support to facilitate their participation in the activities to achieve the expected results as committed.

APPENDIX D

CONCLUSIONS/DECISIONS FROM THE NACC/DCA/4 MEETING

**CONCLUSION 4/1 CAR REGION STATE MEMBERSHIP OF THE GREPECAS
PROGRAMMES AND PROJECTS REVIEW COMMITTEE**

That:

- a) a Central American State, Cuba, Dominican Republic, Haiti, Jamaica, Mexico, Trinidad and Tobago and United States represent the CAR Region as members of the GREPECAS Programmes and Projects Review Committee; and
- b) the Central American States select the State to represent them at their next COCESNA Executive Council meeting to be held on 24 June 2011, with the possibility of a rotational membership among the Central American States.

**CONCLUSION 4/2 ICAO REGIONAL PROJECT FOR THE CARIBBEAN REGION –
IMPLEMENTATION OF PERFORMANCE BASED AIR
NAVIGATION SYSTEMS (RLA/09/801)**

That:

- a) the Central American States and Cuba consider participation in the project and inform ICAO by sending a letter to the NACC Regional Office;
- b) the Central American States approve that COCESNA participate in the project as their representative at the next COCESNA Executive Council meeting to be held on 24 June 2011;
- c) Bahamas, Barbados, Curacao, Dominican Republic, Jamaica, Mexico, Trinidad and Tobago, and ECCAA, if not already done so, deposit the initial contribution of USD 25,000 to the ICAO account by **31 August 2011**;
- d) all project participants, if not already done so, sign the Project Document;
- e) ICAO commence the project activities once the project contributions have been received; and
- f) ICAO convene, and project participants attend, the 2nd Project Steering Committee in November/December 2011.

CONCLUSION 4/3 SUPPORT TO ICAO POSITION FOR THE ITU WRC-2012

To support the ICAO Position for the ITU Radio Communication Conference 2012 (WRC-2012), that States/Territories/International Organizations of the NAM/CAR Regions:

- a) follow-up and coordinate with their National Radiofrequency Spectrum Management Authorities on the revised ICAO position;
- b) continue participation in the ITU meetings in support of the ICAO position; and
- c) actively participate in the WRC-2012 Meeting to support the ICAO position.

CONCLUSION 4/4 PARTICIPATION IN RASG-PA ACTIVITIES

That States/Territories:

- a) actively participate in RASG-PA by assigning appropriate representatives to participate in meeting and projects;
- b) provide contributions including: experts, training, hosting events, sharing of flight safety data, experiences and tools;
- c) adopt RASG-PA recommendations;
- d) attend the Fourth Annual RASG-PA Meeting in Miami, United States, from 17 to 21 October 2011; and
- e) contribute to ICAO Safety Fund/RASG-PA Project.

**CONCLUSION 4/5 CONTRIBUTION FROM STATES TO THE ICAO/LACAC
NAM/CAR/SAM AVIATION SECURITY AND FACILITATION
REGIONAL GROUP (AVSEC/FAL/RG) RESOURCES**

That States, within their means, contribute the necessary resources to AVSEC/FAL/RG projects in the form of project coordinators and experts and provide the assigned individuals the allocation of adequate time, release from normal duties, and financial support to facilitate their participation in the activities to achieve the expected results as committed.

CONCLUSION 4/6 **ICAO INVOLVEMENT IN THE IMPLEMENTATION OF CIVIL AVIATION PROJECTS**

That:

- a) in accordance with the provisions of ICAO Assembly Resolution A36-17, States are encouraged to utilize ICAO for their civil aviation projects and advise donors and financing institutions, if any, accordingly; and
- b) States contact the ICAO NACC Regional Office to request assistance under the Technical Cooperation Programme.

CONCLUSION 4/7 **ICAO COOPERATIVE ARRANGEMENT FOR THE PREVENTION OF SPREAD OF COMMUNICABLE DISEASE THROUGH AIR TRAVEL (CAPSCA) – AMERICAS (REGIONAL TECHNICAL COOPERATION PROJECT RLA/08/901)**

That:

- a) Antigua and Barbuda, French Antilles, Grenada, Netherlands Territories, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, United Kingdom Territories, and ECCAA confirm participation in CAPSCA-Americas by sending a letter to the ICAO NACC Regional Office;
- b) States prepare and update aviation public health emergency preparedness plans in collaboration with the civil aviation and public health authorities; and perform exercises to test such plans in compliance with related ICAO SARPs and WHO IHR (2005); and
- c) States that have not yet received assistance visits accept such visits scheduled by CAPSCA-Americas in 2011 and 2012.

CONCLUSION 4/8 **CIVIL AVIATION TRAINING IN THE CAR REGION**

That:

- a) the draft Regional Aviation Training Plan for the CAR Region included in the Appendix to WP/27 is approved;
- b) States and training centres provide any comments on the plan to the ICAO NACC Regional Office;
- c) States/Territories develop National Training Plans and forward them to the ICAO NACC Regional Office;
- d) ICAO periodically update the Regional Aviation Training Plan for the CAR Region;

- e) States inform the ICAO NACC Regional Office if additional courses are needed which are not provided;
- f) States and training centres consider developing and offering additional training programmes to meet CAR Region training needs; and
- g) the ICAO NACC Regional Office convene a CAR Region Civil Aviation Training Centres meeting during the first quarter in 2012.

CONCLUSION 4/9

CONSOLIDATION OF SUB-REGIONAL WORKING GROUPS IN THE CAR REGION

That ICAO study options to seek improved efficiency and effectiveness in the existing sub-regional working group mechanism, which supports air navigation implementation and present the results and proposal to the sub-regional Directors of Civil Aviation meetings scheduled in 2012.

CONCLUSION 4/10

STATES AVIATION CO₂ EMISSIONS REDUCTION ACTIVITIES

States are encouraged to:

- a) exchange information and best practices through ICAO on measures to reduce aviation CO₂ emissions, including the development and deployment of sustainable alternative fuels for aviation; and
- b) prepare and submit their action plans to ICAO by the end of June 2012.