



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

**FIFTH NORTH AMERICAN, CENTRAL AMERICAN AND
CARIBBEAN DIRECTORS OF CIVIL AVIATION MEETING**

NACC/DCA/5

FINAL REPORT

PORT-OF-SPAIN, TRINIDAD AND TOBAGO, 28 TO 30 APRIL 2014

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HISTORICAL

ii.1 Place and Date of the Meeting

The Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5) was held at the Trinidad Hyatt Regency Hotel in Port-of-Spain, Trinidad and Tobago, 28 to 30 April 2014.

ii.2 Opening Ceremony

Mr. Ramesh Lutchmedial, Director General of Civil Aviation, Trinidad and Tobago, provided welcoming remarks. Mr. Kimchand Rampau, Chairman, Trinidad and Tobago Civil Aviation Authority (TTCAA), addressed the meeting and welcomed the participants to Trinidad and Tobago. Mrs. Loretta Martin, International Civil Aviation Organization (ICAO) Regional Director of the North American, Central American and Caribbean (NACC) Office, provided remarks and thanked the Government of Trinidad and Tobago and especially the TTCAA for hosting the meeting. Senator the Honourable Larry Howai, Minister of Finance of Trinidad and Tobago, provided additional remarks and Dr. Olumuyiwa Benard Aliu, President of the ICAO Council, provided remarks and officially opened the meeting.

ii.3 Officers of the Meeting

Mr. Ramesh Lutchmedial from Trinidad and Tobago and Mr. Lindsay Leroy from Jamaica were elected as chairman and vice-chairman, respectively. They chaired the meeting plenary. Mrs. Loretta Martin, Regional Director of the ICAO NACC Regional Office, served as Secretary of the meeting, assisted by Messrs. Jorge Fernandez, Deputy Regional Director; Víctor Hernández, Regional Officer, Air Traffic Management and Search and Rescue; Julio Siu, Regional Officer, Communications, Navigation and Surveillance; and Julio Garriga, Regional Officer, Technical Cooperation, all from the ICAO NACC Regional Office. Mr. Henry Gourdji, Chief Continuous Monitoring & Oversight (CMO) Section, Air Navigation Bureau, ICAO Headquarters, provided the Meeting with an informative presentation.

ii.4 Working Languages

The working languages of the meeting were English and Spanish. The working papers, information papers and report of the meeting were available to participants in both languages.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the meeting sessions would be from 09:00 to 15:30 hours daily with adequate breaks.

ii.6 Agenda

Agenda Item 1: Adoption of the Provisional Agenda and Schedule

Agenda Item 2: Follow-up on Conclusions from Previous NACC/DCA Meetings

Agenda Item 3: Review of the ICAO Assembly 38th Session Outcomes

Agenda Item 4: Aviation Safety

- 4.1 Regional Analysis of the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Results
- 4.2 Regional Aviation Safety Group – Pan America (RASG-PA)
- 4.3 Global Aviation Safety Plan (GASP) and Regional Safety Dashboard Implementation
- 4.4 ICAO Runway Safety Programme
- 4.5 Other Aviation Safety Matters

Agenda Item 5: Air Navigation

- 5.1 CAR/SAM Regional Planning and Implementation Group (GREPECAS)
- 5.2 Air Navigation Deficiencies
- 5.3 Fourth North American, Central American and Caribbean Working Group (NACC/WG/4) Meeting and other Regional Implementation Group Results
- 5.4 NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP), Version 3.1
- 5.5 Fourth Edition of the Global Air Navigation Plan (GANP); First Annual Global Air Navigation Report; and Regional Performance Dashboard Implementation
- 5.6 Ratification of Article 3 *bis* of the Chicago Convention on International Civil Aviation
- 5.7 Other Air Navigation Matters

Agenda Item 6: Port-of-Spain Declaration

- 6.1 First CAR Region Safety and Air Navigation Directors Meeting (CAR/DCA/OPSAN/1) Results

Agenda Item 7: Aviation Security (AVSEC) and Facilitation (FAL)

- 7.1 Regional Analysis of ICAO Universal Security Audit Programme (USAP) 2nd Cycle Audit Results and Transition to a Continuous Monitoring Approach (CMA)
- 7.2 Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG)
- 7.3 Other Aviation Security and Facilitation Matters

Agenda Item 8: Regional Cooperation and Training

- 8.1 ICAO Regional Technical Cooperation Project – *Implementation of Performance-Based Air Navigation Systems for the Caribbean Region* (RLA/09/801)
- 8.2 ICAO Regional Technical Cooperation Project – *Transition to GNSS in the CAR/SAM Regions – Augmentation Solution for the Caribbean, Central and South America (SACCSA) Phase III* (RLA/03/902)
- 8.3 ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) – Americas
- 8.4 Aviation Training Plan for the CAR Region; Next Generation of Aviation Professionals (NGAP); and TRAINAIR *Plus* Programme
- 8.5 Results of the first NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/1)
- 8.6 Airport-to-Airport Joint Assistance Plan Project
- 8.7 Other Cooperation and Training Matters

Agenda Item 9: Environment

- 9.1 National Action Plan – Implementation Status and Benefits Report
- 9.2 ICAO Fuel Savings Estimation Tool (IFSET) Online Training
- 9.3 ICAO International Aviation and Environmental Seminar, State Action Plan Seminar; and Volcanic Ash Seminar
- 9.4 Other Environmental Matters

Agenda Item 10: Air Transport

- 10.1 Multi-Regional ICAO/LACAC Air Transport Conference
- 10.2 Other Air Transport Matters

Agenda Item 11: Other Business

- 11.1 ICAO Financial Situation and Outstanding State Contributions
- 11.2 Host and Dates for the Next Meeting

ii.7 Attendance

The meeting was attended by 22 States/Territories from the NAM/CAR Regions and representatives from 9 international organizations and industry, totalling 96 delegates as indicated in the list of participants.

ii.8 Conclusions and Decisions

The Directors of Civil Aviation of North America, Central America and Caribbean meetings record agreements as conclusions and decisions as follows:

CONCLUSIONS: Activities requiring action/communication by States/Territories/International Organizations/ICAO.

DECISIONS: Internal activities of the Meetings of Directors of Civil Aviation of North America, Central America and Caribbean.

ii.9 List of Conclusions

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5/1	NAM/CAR STATE RASG-PA FOCAL POINTS	4-5
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ii.10 List of Working Papers, Information Papers and Presentations

Refer to the Meeting web page:
<http://www.icao.int/NACC/Pages/Meetings-2014-naccdca5.aspx>

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev.	1	Provisional Agenda and Schedule of the 5th North American, Central American and Caribbean Directors of Civil Aviation Meeting	14/04/14	Secretariat
WP/02	2	Status of Outstanding Conclusions from Previous Meetings of the North American, Central American and Caribbean Directors of Civil Aviation Valid at the End of the NACC/DCA/4	13/03/14	Secretariat
WP/03	4.1	Regional Analysis of the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Results	28/03/14	Secretariat
WP/04	4.2	RASG-PA Progress Report	25/02/14	Secretariat
WP/05	5.1	CAR/SAM Regional Planning and Implementation Group (GREPECAS)	15/04/14	Secretariat
WP/06	5.2	Air Navigation Deficiencies	09/04/14	Secretariat
WP/07	5.3	Results of the Fourth North American, Central American and Caribbean Working Group Meeting (NACC/WG/4)	14/04/14	Secretariat
WP/08	5.4	NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)	10/04/14	Secretariat
WP/09	5.6	Ratification of Article 3 <i>Bis</i> of the Chicago Convention on International Civil Aviation	08/04/14	Secretariat
WP/10	6.1	Resultado de la Primera Reunión de Directores de Seguridad Operacional y Navegación Aérea (CAR/DCA/OPSAN/1)	10/10/14	Secretariat
WP/11	7.1	Results of the Second Cycle of the Universal Security Audit Programme (USAP) and Transition to a Continuous Monitoring Approach (CMA)	08/04/14	Secretariat
WP/12 Rev.	8.1	ICAO Technical Cooperation Project– Implementation of Performance-Based Air Navigation Systems for the CAR Region (RLA/09/801) – A Tool for Streamlining Air Navigation Implementation	23/04/14	Secretariat
WP/13	5.4	U.S. Implementation of the Aviation System Block Upgrades (ASBU) Block 0 Modules	22/04/14	United States
WP/14	8.5	Results of the First Meeting of the NAM/CAR Regions Civil Aviation Training Centres (NAM/CAR/CATC/1) and Creation of the Training Working Group	17/01/14	Secretariat
WP/15	8.6	Summary of Discussions of the Meeting to Develop the Airport-to-Airport Mutual Aid Project Plan	04/03/14	Secretariat
WP/16	9.1, 9.2, 9.3	Environmental Matters	08/04/14	Secretariat
WP/17	11.1	Outstanding Contributions Receivable and ICAO's Financial Situation	07/04/14	Secretariat

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/18	11.2	Host and Dates for future NACC/DCA Meetings	01/04/14	Secretariat
WP/19	7.3	NAM/CAR Regions Security and Facilitation Activity	09/04/14	Secretariat
WP/20	5.7	The Bahamas Flight Information Region (FIR)	14/04/14	Bahamas
WP/21	5.7	The Mini Global Demonstration	22/04/14	United States

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 Rev.	---	List of Working and Information Papers and Presentations	28/04/14	Secretariat
IP/02	2	Results of the 38th Session of the ICAO Assembly	24/03/14	Secretariat
IP/03	4.3	ICAO Global Aviation Safety Plan	25/02/14	Secretariat
IP/04	4.4	Establishment of Runway Safety Teams (RSTs)	25/02/14	Secretariat
IP/05	5.5	ICAO Fourth Edition Global Air Navigation Plan (GANP), Annual Global Air Navigation Report and Implementation of the ICAO Regional Performance Dashboards	14/04/14	Secretariat
IP/06	7.2	ICAO/LACAC NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG)	09/04/14	Secretariat
IP/07	8.2	Progress of Project RLA/03/902– Transition to GNSS/SBAS in the CAR/SAM Regions – SACCSA – Phase III	07/04/14	Secretariat
IP/08	8.3	ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) – Americas	24/03/14	Secretariat
IP/09	9.3	Climate Change Adaptation of Civil Aviation	08/04/14	France
NI/10	9.1	Estado del Plan de Acción de la República de Cuba sobre las Actividades para la Reducción de Emisiones CO ₂ (<i>Available in Spanish only</i>)	28/03/14	Cuba
NI/11	4.3	Experiencias en la Implantación del Programa de Seguridad Operacional del Estado (SSP) y Perfeccionamiento de los Sistemas de Gestión de la Seguridad Operacional (SMS) (<i>Available in Spanish only</i>)	28/03/14	Cuba
IP/12 Rev.	4.4	Runway Safety	22/04/14	CANSO
IP/13	8.7	On Going Cooperation between France and Haiti	07/04/14	France

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/14	10.1	ICAO- LACAC Multi-Regional Air Transport Conference	16/04/14	Secretariat
IP/15	4.5	Aerodrome Safety Programs Update	16/04/14	United States
IP/16		Cancelled		
IP/17		Cancelled		
IP/18	8.4	CAR Region Civil Aviation Training; ICAO Next Generation of Aviation Professionals (NGAP) and TRAINAIR <i>Plus</i> Programme	21/01/14	Secretariat
IP/19	4.1	Experiences of Central America in regards to Continuous Monitoring Approach (CMA)	24/04/14	COCESNA
IP/20	4.1	Improving the Effective Implementation of SARPs in Haiti	24/04/14	Haiti
IP/21	8.3	CAPSCA project in Haiti	24/04/14	Haiti
IP/22	6.1	IATA's Support for the Port-of-Spain Declaration	25/04/14	IATA
IP/23	4.5	IATA Operational Safety Audit (IOSA) and Enhanced IOSA	25/04/14	IATA

PRESENTATIONS

Number	Agenda Item	Title	Presented by
1	4.1	Regional Analysis of the USOAP-CMA Results	Secretariat
2	8.1	ICAO Technical Cooperation Project– Implementation of Performance-Based Air Navigation Systems for the CAR Region (RLA/09/801) – A Tool for Streamlining Air Navigation Implementation	Secretariat

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Agenda Item 1 Adoption of the Provisional Agenda and Schedule

1.1 The Secretariat presented WP/01 Rev.; inviting the Meeting to approve the provisional agenda and schedule and referred to IP/01 Rev. with the list of associated documentation and presentations.

1.2 The Meeting approved the agenda as presented in the historical section of this report and the schedule as presented in Appendix B to WP/01 Rev.

Agenda Item 2 Follow-up on Conclusions from Previous NACC/DCA Meetings

2.1 The Secretariat presented WP/02 containing the list of conclusions and decisions valid at the end of the NACC/DCA/4 Meeting held in 2011 for review and comment by the Meeting. The status provided for each outstanding NACC/DCA conclusion and decision was designated as valid, completed or superseded as a result of a review completed by the Secretariat.

2.2 The Meeting agreed that all the previous conclusions and decisions had been completed or superseded by time, events or a subsequent action or conclusion of this meeting upon its termination except Conclusion NACC/DCA/4/7 - item c); *Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA)/Americas (Regional Technical Cooperation Project RLA/08/901)*, which urges Curaçao, Grenada and Turks and Caicos Islands to receive CAPSCA assistance visits on a cost recovery basis by 31 December 2014.

Agenda Item 3 Review of the ICAO Assembly 38th Session Outcomes

3.1 The Secretariat presented IP/02 on the outcomes of the ICAO 38th Assembly, the largest Assembly in ICAO history, highlighting the ICAO Vision and Mission statements and the 5 Strategic Objectives for the 2014-2016 triennium. Key factors were emphasized and a list of the 30 Assembly Resolutions was presented, which are listed in **Appendix A** to the report as follows:

Strategic Objectives:

Safety - Enhance Global Civil Aviation Safety

This Strategic Objective is focused primarily on the State's regulatory oversight capabilities. The Global Aviation Safety Plan (GASP) outlines the key activities for the triennium.

Air Navigation Capacity and Efficiency - Increase the Capacity and Improve the Efficiency of the Global Civil Aviation System

Although functionally and organizationally interdependent with Safety, this Strategic Objective is focused primarily on upgrading air navigation and aerodrome infrastructure and developing new procedures to optimize aviation system performance.

Security & Facilitation - Enhance Global Civil Aviation Security and Facilitation

This Strategic Objective reflects the need for ICAO leadership in aviation security, facilitation and related border security matters.

Economic Development of Air Transport - Foster the Development of a Sound and Economically-Viable Civil Aviation System

This Strategic Objective reflects the need for ICAO leadership in harmonizing the air transport framework focused on economic policies and supporting activities.

Environmental Protection - Minimize Adverse Environmental Effects of Civil Aviation Activities

This Strategic Objective promotes ICAO leadership in all aviation-related environmental activities and is consistent with the ICAO and United Nations system environmental protection policies and practices.

38th ICAO Assembly Session: Major Developments

ICAO Global Planning for Safety and Air Navigation: Safety Still Paramount

3.2 In the safety domain, the 38th ICAO Assembly endorsed the first edition of the Global Aviation Safety Plan (GASP) and the fourth edition of the Global Air Navigation Plan (GANP) as global strategic frameworks for safety and air navigation, respectively, and reiterated that global aviation's first and guiding commitment is to reduce the rate and number of accidents worldwide.

Air Navigation Capacity and Efficiency

3.3 The GANP will permit ICAO to practically and flexibly realize the long sought after goal of a globally-harmonized air navigation system. With its extensively detailed Aviation System Block Upgrade (ASBU) modules, the revised GANP provides unprecedented levels of transparency and planning confidence for States, regional implementation groups, service providers, airspace users and industry stakeholders. It provides clear guidance on the required operational targets and supporting Standards needed over the next 15 years, including the specific technologies, procedures and regulatory approvals.

3.4 The Assembly called upon States, Planning and Implementation Regional Groups (PIRGs) and the aviation industry to utilize the guidance provided in the GANP for planning and implementation activities, which establish priorities, targets and indicators consistent with globally-harmonized objectives, taking into account operational needs. The GANP guidelines also provide an efficient operational measurement for environmental protection, providing ICAO with timely information regarding State implementation status, including lessons learned from implementation of its provisions.

Security and Facilitation

3.5 By endorsing the Council's decisions on security and facilitation, the Assembly confirmed ICAO's emphasis on achieving greater balance between effective control measures and system-wide connectivity and efficiency. Risk management based prioritization, mutual recognition of equivalent security measures and other key principles will now serve as fundamental components for future security and facilitation discussions at ICAO.

3.6 The Assembly also endorsed new direction in the security and facilitation area, such as the Continuous Monitoring Approach (CMA) for security audits and ICAO's new Traveller Identification Programme strategy. Above all, the Assembly outcomes reinforced that success in aviation security and facilitation must be built on a foundation of improved international cooperation.

Economic Development of Air Transport

3.7 The Assembly endorsed the new ICAO Strategic Objective aimed at the economic development of air transport. Also endorsed were the recommendations delivered by the Sixth Worldwide Air Transport Conference (ATConf/6) and the ICAO future work programme in the areas of forecasting, economic analysis and statistics.

3.8 Consequently, ICAO will have a stronger mandate in the coming triennium to lead development of a long-term vision for liberalization, a global regulatory framework and related policy guidance. Key to these efforts will be the development of international agreements to facilitate market access liberalization, air carrier ownership and control, and air cargo service.

Environmental Protection

3.9 In the area of environmental protection, the Assembly recognized ICAO's tremendous progress during the last triennium, reaffirmed its collective aspirational goals and agreed on a comprehensive strategy to progress all elements of the basket of measures, namely technology, operations and alternative fuels, and set forth a very ambitious work programme for capacity building and assistance to States with the development and implementation of their action plans to reduce emissions.

Assembly Elects New Council for Three-year Term

3.10 Members of the next ICAO Council elected for the next three years include Canada, Dominican Republic, Mexico, Nicaragua and United States from the NACC Region.

PART I – (States of chief importance in air transport) – Australia*, Brazil*, Canada*, China*, France*, Germany*, Italy*, Japan*, Russian Federation*, United Kingdom* and the United States*.

PART II – (States that make the largest contribution to the provision of facilities for international civil air navigation) – Argentina*, Egypt*, India*, Mexico*, Nigeria*, Norway, Portugal, Saudi Arabia*, Singapore*, South Africa*, Spain* and Venezuela.

PART III – (States ensuring geographic representation) – Bolivia, Burkina Faso*, Cameroon*, Chile, Dominican Republic, Kenya, Libya, Malaysia*, Nicaragua, Poland, Republic of Korea*, United Arab Emirates* and United Republic of Tanzania.

*Indicates re-election

3.11 The provisional edition of the resolutions adopted at the 38th Session of the Assembly is now available at: http://www.icao.int/Meetings/a38/Documents/Resolutions/a38_res_prov_en.pdf.

Agenda Item 4 Aviation Safety

4.1 Regional Analysis of the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Results

4.1.1 Based on ICAO USOAP-CMA results, Mr. Henry Gourджи, Chief Continuous Monitoring and Oversight Section, ICAO Headquarters, provided a presentation on regional results. The presentation also included the 10 top findings in each audit area that the NAM/CAR States should take into consideration for resolution. The full analysis is presented in **Appendix B** to this report considering Effective Implementation (EI) by Critical Element (CE) and by the assessed safety areas.

4.1.2 The Meeting noted significant improvement in the NAM/CAR Regions EI average, which equaled 67.1% against a global average of 60%. The regional goal is to achieve an 80% EI average by December 2016. The Meeting congratulated the States that had achieved improved EI averages.

4.1.3 According to the analysis, it was identified that not all States have established a satisfactory safety oversight system. EI information for NAM/CAR Region States is currently published on the ICAO website (<http://www.icao.int/safety/Pages/USOAP-Results.aspx>).

4.1.4 The regional EI average was raised due to improvements in safety oversight systems achieved by States that had received an ICAO Coordinated Validation Mission (ICVM). The EI associated with Critical Element Four (CE4), *Qualifications and Training of Technical Staff*, is the top issue affecting the EI percentage. Analysis of the main areas needing improvement identifies:

- ORG: Reorganization/structure of the Civil Aviation Authority (CAA) in accordance with the actual needs, lack of inspectors and a calculation method of the staff needed
- ANS: Lack of regulations and procedures, staff, Safety Management System (SMS) and training
- AGA: Lack of inspectors, procedures, certification, SMS and training
- AIG: Lack of autonomy, lack of regulations regarding the protection of Accident investigation and prevention (AIG) data and procedures

4.1.5 The Meeting also noted the progress of other USOAP-CMA relevant regional activities including the following:

- All States have signed the corresponding MOU
- A Comprehensive Systems Approach (CSA) audit was conducted in 2012 in Haiti and nine ICVMs were conducted: Bahamas (2011), Costa Rica (2012), Mexico (2012), Honduras (2012), Jamaica (2012), Easter Caribbean States (2013), Barbados (2013), Bahamas (2013) and Belize (2014)

- Five USOAP-CMA implementation seminars/workshops were conducted; an additional seminar/workshop focused on air navigation services has been scheduled from 12 to 16 May 2014, at the ICAO NACC Regional Office

4.1.6 Moreover, between 2013 and 2014 five States have updated their Corrective Action Plans (CAPs) through the CMA on-line framework (<http://www.icao.int/usoap>). All States should take advantage of this tool in order to update their CAPs, actively participate in USOAP-CMA activities and request assistance from the ICAO NACC Regional Office, as necessary.

4.1.7 Considering Central American States experience with COCESNA's Central American Safety Agency - *Agencia Centroamericana de Seguridad en la Aviación* (ACSA) assistance, other States should identify common improvement opportunities related to USOAP-CMA activities including strengths and weaknesses reviews, as well as trends and resources in order to agree on other sustainable activities.

4.1.8 The Meeting noted that Regional Safety Oversight Organizations (RSOOs) can assist member States with State Safety Programme (SSP) implementation and incident and accident investigation. In this regard, States should analyze and clearly define the roles and functions between State national systems and a RSOO.

4.1.9 COCESNA presented IP/19 on Central America's experience with preparing for ICAO ICVMs conducted by ICAO under the new CMA methodology.

4.1.10 Practices used by COCESNA/ACSA to achieve continuous safety improvements include:

- SARPs preparation and implementation prior to the ICAO mission
- Participation during the entire audit process
- Follow-up on Corrective Action Plans

4.1.11 The following recommendations may be useful for States:

- A State providing air navigation services that does not have implementation rules or procedures should implement the respective regulations during the early stages of preparation for the audit/ICVM
- SARPs implementation procedures within the national regulatory system should be the result of an analysis of applicability for the type and size of industry in the State
- Reporting SARPs differences should occur during the early stages of preparation and put into practice once the ICVM process is completed
- The experience gained by COCESNA/ACSA and its member States may be transferred from one State to another thus improving safety management as experienced in Central America

4.1.12 Haiti presented IP/20 describing the steps being taken to overcome identified deficiencies and improve CE EI.

4.1.13 Haiti reported that CAPs were recently posted on the ICAO On Line Framework (OLF) addressing all the findings and recommendations from the ICAO USOAP audit conducted in December 2012.

4.1.14 Haiti also noted that implementation of SMS for air traffic management and aerodrome service providers is proceeding with the support of DSNA France. In this regard, a cooperative effort with DSNA-France is underway to develop Haiti's SSP and establish an adequate organizational oversight structure. The SMS Manual for air navigation is already elaborated and actions are being taken for implementation before the end of this year.

4.1.15 Haiti noted progress in the AVSEC field. Organizational mechanisms in compliance with ICAO Standards have been established and a sufficient number of AVSEC inspectors have been trained and certified. Certification of airport screeners has been completed, and adequate manual procedures have been adopted in efforts to improve aeronautical security.

4.1.16 Additionally, communication and navigation issues are being resolved. Aeronautical Information Management is currently under restructuring following ICAO recommendations. Current efforts are expected to improve the Search and Rescue service within the PAP FIR. In cooperation with the World Meteorological Organization (WMO), automatic weather observation systems will resume operations in the short-term, which will allow integration of weather observation products for airspace users.

4.1.17 Full aerodrome control service will be provided at Cap-Haitien International Airport in the short-term resolving a long standing deficiency. The number of air traffic controllers is being significantly increased and training is expected to continue to include ab initio and refresher training taking into account the orientation provided in the CAR regional training guidance. A new comprehensive training framework is currently under development to support human resource development strategies for aviation.

4.1.18 Haiti will continue coordination with the ICAO NACC Regional Office on the CAPs to increase EI and update the GANDD.

4.2 Regional Aviation Safety Group – Pan America (RASG-PA)

4.2.1 The Secretariat presented WP/04 highlighting that the RASG-PA vision involves all stakeholders in aviation safety in order to reduce aviation safety risks in North America, Central America, the Caribbean and South America through harmonized and coordinated efforts and promoting implementation of safety initiatives by all stakeholders.

4.2.2 It was emphasized that RASG-PA is data-driven using the ICAO Global Aviation Safety Plan (GASP) as a guide to develop its work programme under a regional perspective.

4.2.3 In order to conduct its activities, RASG-PA has established the following teams:

- Annual Safety Report Team (ASRT)
- Aviation Safety Training Team (ASTT)
- Information Analysis Team (IAT)
- Pan America – Regional Aviation Safety Team (PA-RAST)

4.2.4 It was stated that the fourth edition of the RASG-PA Annual Safety Report (ASR) reveals that the top three key risk areas in the Pan American Region continue to be Runway Excursion (RE), Controlled Flight Into Terrain (CFIT) and Loss of Control In-Flight (LOC-I). Recently, Mid-Air Collision (MAC) was added to the list as the fourth risk area in the region.

4.2.5 Mitigating these four risk areas is considered among the highest priorities of the RASG-PA work programme through development of Safety Enhancement Initiatives (SEIs) and corresponding Detailed Implementation Plans (DIPs), which are voluntarily led by RASG-PA members. Several of these tasks have been successfully completed leading to the development and implementation of additional SEIs for which RASG-PA strongly advocates stakeholders participation.

4.2.6 The Secretariat pointed out the significant participation and collaboration of ALTA and IATA on the collaborative approach promoted by RASG-PA and the emphasis of moving from a reactive to predictive actions.

4.2.7 The Secretariat noted the delivery of the First Aeronautical Legislation Seminar for the Protection of Safety Information and the extensive effort by RASG-PA members to complete the initiative. RASG-PA was the first RASG to sign an MOU with U.S. CAST on information sharing, which allows the RASG-PA IAT to analyze, identify and prioritize risks in the region that require mitigation action. A similar MOU is expected to be signed with IATA.

4.2.8 The Secretariat pointed out the need for States to identify their RASG-PA focal points in order to update the list of contacts.

4.2.9 RASG-PA meeting reports, as well as other training material and documentation, can be found on the RASG-PA webpage: www.rasg-pa.org/

4.2.10 The Secretariat urged States to participate in the 5th Pan American Aviation Safety Summit and the Seventh Regional Aviation Safety Group – Pan America Meeting (RASG-PA/7), which will be held in Willemstad, Curacao, from 8 to 12 September 2014. Likewise, the following conclusion was formulated

CONCLUSION
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NAM/CAR STATE RASG-PA FOCAL POINTS

That NAM/CAR States that have not already done so provide the ICAO NACC Regional Office with their respective RASG-PA focal point(s) by completing the form attached at **Appendix C** to this report by **30 June 2014**.

4.2.11 Several States expressed strong support for RASG-PA activities and acknowledged the tremendous achievements attained in a very short period.

4.3 Global Aviation Safety Plan (GASP) and Regional Safety Dashboard Implementation

4.3.1 Under IP03, the Meeting was informed of the updated ICAO Global Aviation Safety Plan (GASP) 2013-2016, which provides strategic direction for the ICAO technical work programme in the field of safety and serves as planning and implementation guidance for the RASGs, States and industry.

4.3.2 The GASP is intended to assist safety planning and investment by States and industry in regions over the next 15 years and has the following target dates/objectives:

- Near-term (by 2017): implementation of an effective safety oversight system
- Mid-term (by 2022): full implementation of the ICAO State Safety Programme (SSP) framework
- Long-term (by 2027): implementation of an advanced safety oversight system, including predictive risk management

4.3.3 The GASP objectives are supported through specific safety initiatives that are categorized according to four distinct safety performance enablers. These enablers form the structure for the implementation of the GASP initiatives and related safety objectives established by regions, States or industry including:

- Standardization
- Collaboration
- Resources
- Safety Information Exchange

4.3.4 The regional planning process, as well as national planning, can be guided by the GASP and used to identify safety initiatives that best provide solutions to identified operational needs and help mitigate identified safety risks. Accordingly, deployments on a global, regional and sub-regional basis and ultimately at State levels should be considered as an integral part of the global and regional planning process through the RASGs.

4.3.5 Cuba presented NI/11 on enhancement of service provider SMS and the establishment of the preliminary criteria for the implementation of the SSP.

4.3.6 Based on an activity plan, the following actions were taken by Cuba in 2013:

- Additional guidance material was developed including details of the requirements for the hazard identification process and risk management for the SMS Reactive Phase (Phase II)
- Guidance material was also developed on the criteria to determine high-level safety indicators and SMS performance indicators to reach high-level safety targets for risk management through control of latent conditions and/or associated potential failures
- Clearly defined organizational management responsibilities that establish accountability for compliance
- Seminars and workshops involving service providers and Cuban Civil Aviation Institute (IACC) inspectors dealing with the two previous bullets and SMS manual contents
- Seminars were held for IACC inspectors to standardize SMS assessment procedures, especially those referring to risk management

4.3.7 In addition, Cuba promulgated RAC 19, establishing the SSP and service provider SMS requirements.

4.3.8 The Secretariat informed that by mid-2014 a Computer-Based Training (CBT) course will be available for States related to Annex 19 in order to assist States with SMS and SSP implementation. Other aspects supporting SMS implementation are:

- Establish an implementation plan based on a gap analysis clearly identifying implementation limitations
- Develop an implementation plan based on a non-punitive reporting system
- Define implementation actions based on results of risk assessments and trends requiring more priority
- Adjust training events per State needs

4.3.10 The Meeting agreed that the assistance of the ICAO NACC Office has provided valuable support for SMS implementation. Notwithstanding, it is necessary to continue regional assistance in order for States to make progress with SMS and SSP implementation.

4.4 ICAO Runway Safety Programme

4.4.1 The Meeting noted that in response to the number of runway incidents/accidents the ICAO Runway Safety Programme promotes the establishment of Runway Safety Teams (RSTs).

4.4.2 Events related to runway safety include the following categories of accidents/incidents: abnormal runway contact, bird strikes, ground collisions, ground handling, runway excursions, runway incursions, loss of control - ground, collision with obstacles, undershoot and overshoot.

4.4.3 The primary role of a RST is to develop an action plan for runway safety, advise management on potential runway incursion/excursion issues, recommend strategies for hazard removal and mitigation of residual risk.

4.4.4 The ICAO Runway Safety Programme facilitates effective decision-making for regulators, aircraft operators, air traffic services providers, aerodrome operators, aircraft manufacturers and other interested stakeholders dealing with issues related to runway safety according to the respective operational specialties.

4.4.5 The ICAO NACC Regional Office has supported the implementation of RSTs in Costa Rica, Cuba, Jamaica, Mexico, and Trinidad and Tobago. A Runway Safety Go-Team performed an assistance visit to Tegucigalpa International Airport (MHTG), Honduras, regarding implementation of an RST. The ICAO NACC Office will continue coordinating the RST assistance programme under the RASG-PA umbrella. States interested in establishing an RST may make requests for assistance directly with the ICAO NACC Office.

4.4.6 CANSO presented IP/12 Rev. on their runway safety initiative, which includes tools based on risk models that identify areas where a runway excursion might occur.

4.4.9 A checklist for determining the level of maturity and performance assessment of runway safety risk management was developed. The checklist identifies key elements of risk control and uses a series of questions to assess the maturity of an organization with respect to each element.

4.4.10 The application is available at: www.cansosafety.com.

4.5 Other Aviation Safety Matters

4.5.1 IATA presented IP/23 on its Operational Safety Audit (IOSA) programme, which is an internationally recognized and accepted evaluation system designed to assess the operational management and control systems of an airline. IOSA complements the ICAO USOAP, and IOSA Standards and Recommended Practices (ISARPs) are based on ICAO provisions and industry best practices.

4.5.2 The Meeting expressed its support for the IOSA programme and recommended that ICAO continue its support of IOSA and the additional elements under Enhanced IOSA as a complementary source of information for State safety oversight activities, as well as to encourage its use by member States. IOSA has registered operators from 131 countries worldwide to date.

4.5.3 Enhanced IOSA introduces additional elements to the programme providing operators with tools to conform to ICAO and industry standards. IOSA has an increased focus on implementation of Standards, ensures a standardized assessment by the auditors and enables operators to implement a reliable programme to achieve increasing safety performance.

Agenda Item 5 Air Navigation

5.1 CAR/SAM Regional Planning and Implementation Group (GREPECAS)

5.1.1 The Secretariat presented WP/06, which included the results of the GREPECAS/16 Meeting and, in particular, the new organization and work methodology adopted by GREPECAS.

5.1.2 Since GREPECAS meets only once every three years after the ICAO Assembly in order to provide guidance based on the Assembly resolutions, the Meeting noted that the GREPECAS work programme is managed by the Programmes and Projects Review Committee (PPRC). The GREPECAS PPRC has the following main functions:

- Manage the programme and project activities, including their addition and deletion
- Approve the programme and project results
- Review long outstanding high safety risk air navigation deficiencies that are not corrected in a timely manner, and advise the Secretariat regarding reporting to the ICAO Air Navigation Commission (ANC) and Council
- Prepare the annual GREPECAS progress reports for the ICAO ANC
- Maintain the GREPECAS Procedural Handbook
- Schedule GREPECAS meetings
- Prepare GREPECAS draft meeting agendas

5.1.3 PPRC membership includes a core group of 16 States, which represents the CAR and SAM Regions. Non-member States may participate in meetings if the agenda includes a subject of interest. Furthermore, the international organizations listed in the GREPECAS Procedural Handbook participate in the PPRC as observers.

5.1.4 During the first two meetings of the PPRC, the programmes and implementation projects were reviewed and will be presented for approval at the GREPECAS/17 Meeting scheduled for July 2014.

5.1.5 The Secretariat informed that an invitation with the general information will be sent accordingly so that States/Territories and international organizations may participate.

5.2 Air Navigation Deficiencies

5.2.1 The Meeting took note under WP/06 that since the GREPECAS/16 Meeting, GREPECAS Air Navigation Deficiencies Database (GANDD) deficiencies were updated based on reports from States and ICAO Regional Office State missions. The Secretariat highlighted that most priority “A” deficiencies related to safety are found in the Aerodromes (AGA) field followed by the Aeronautical Information Management (AIM) field, and that the number of priority “U” deficiencies in the CAR Region had dropped by 40% from 2012 to 2013.

5.2.2 The Secretariat referred to the Air Navigation Deficiencies Management Workshop carried out in 2013 and commented on the limited application of the revised methodology for processing deficiencies that involves application of the Hazard Identification and Risk Assessment (HIRA) methodology to priority “U” and “A” deficiencies as required by GREPECAS Conclusion 16/44.

5.2.3 The Secretariat clarified that the GANDD continues to be the official application for deficiency management, noting that the Air Navigation Deficiencies (ANDEF) application of the Integrated Safety Trend Analysis and Reporting System (iSTARS) had been postponed until further notice.

5.2.4 From the Fourth North American, Central American and Caribbean Working Group Meeting (NACC/WG/04) results, it was informed that the NACC/WG concurred on the necessity to urge States to implement SMS methodology to identify mitigation actions and establish dates for resolution. The common deficiencies in many States are as follows:

- Need to implement or improve the documentation procedure/process
- Inefficient use of resources
- Lack of service/infrastructure implementation as established in the CAR/SAM Air Navigation Plan (Doc 8733)
- Inaccurate AIP information vs. current operational status

5.2.5 The Meeting was also informed that resolution of several deficiencies may be validated by submitting the applicable proof of resolution to the ICAO NACC Office by email using the official approved procedure, photos showing resolution, etc.

5.2.6 Finally, the ICAO NACC Regional Office reminded the Meeting that the regional officers are always available to review the deficiencies with States in order to improve understanding as well as to provide States assistance with developing an appropriate CAP.

5.2.7 In this regard, the Meeting urged States to:

- Apply the revised methodology for the identification, assessment and reporting of air navigation deficiencies
- Update GANDD deficiency data and changes to GANDD focal points
- Inform the ICAO NACC Regional Office on deficiencies that have been corrected, changes in priority, action plans and/or target date(s) for correction

5.3 Fourth North American, Central American and Caribbean Working Group (NACC/WG/4) Meeting and other Regional Implementation Group Results

5.3.1 Under WP/07, the Secretariat briefed on the results of the Fourth North American, Central American and Caribbean Working Group Meeting (NACC/WG/4) highlighting the agreed actions on regional air navigation matters in line with the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) and work of the sub-regional implementation working groups; NAM/CAR Air Navigation Implementation Working Group (ANI/WG); Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG); NACC/WG/4 Draft Conclusions; and NACC/WG Terms of Reference.

5.3.2 The Secretariat explained the roles of the NACC/WG and ANI/WG. Both groups coordinate implementation actions and air navigation implementation issues through the ICAO NACC Regional Office for the GREPECAS and RASG-PA regional groups.

5.3.3 The Meeting congratulated the NACC/WG and its implementation working groups (ANI/WG and E/CAR/CATG) for the achievements and benefits obtained as summarized in **Appendix D**.

5.3.4 The Meeting urged the NAM/CAR Region States/Territories and international organizations to designate their most suitable experts to actively participate on each ANI/WG Task Force and make use of the tools and facilities established in the Terms of Reference (ToRs).

5.3.5 Finally, the Meeting noted that the next NACC/WG meeting will take place the second quarter of 2017 in the Eastern Caribbean (E/CAR) area, which will be kindly hosted by the Eastern Caribbean Civil Aviation Authority (ECCAA). Meanwhile, Dominican Republic agreed to host the NACC/WG/6 Meeting in 2020.

5.3.6 Based on the above, the Meeting agreed on the following conclusion:

CONCLUSION
NACC/DCA/5/2

APPROVAL OF THE FOURTH NACC/WG MEETING
CONCLUSIONS AND TERMS OF REFERENCE

That, following the review of air navigation progress reported by the implementation groups and the achievements accomplished, the NACC Directors of Civil Aviation approve the NACC/WG/4 Meeting conclusions and NACC/WG Terms of Reference.

5.3.7 The ANI/WG implementation details are available on the ICAO NACC Regional website: <http://www.icao.int/NACC/Pages/nacc-regionalgroups-aniwg.aspx>

5.4 NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP), Version 3.1

5.4.1 Under WP/08, the Meeting was informed on the updated NAM/CAR RPBANIP Version 3.1, which is aligned with the ICAO Aviation System Block Upgrade (ASBU) methodology and serves as the basis for air navigation implementation matters in the NAM/CAR Regions reflecting regional priorities and milestones.

5.4.2 The Meeting recalled that the RPBANIP was approved in 2008 to harmonize air navigation system/services implementation in the NAM/CAR Regions and that it would be the reference for all air navigation implementation activities and reflected in all State/Territory National Plans.

5.4.3 The Secretariat described the RPBANIP review process and update as follows:

- The update started as a third edition with review and analysis by the ANI/WG in July 2013
- ICAO submitted the revised draft RPBANIP, Version 3.0, under cover of State Letter EMX0929, for additional comments
- Version 3.0 was reviewed against the 38th Session of the ICAO Assembly Resolutions; in particular, Resolution A38-2 - *ICAO global planning for safety and air navigation*
- Recommended changes proposed by the First Safety and Air Navigation Directors of the CAR Region Meeting (CAR/DCA/OPSAN/1) regarding air navigation targets were incorporated
- The NACC/WG/4 Meeting reviewed the draft RPBANIP, Version 3.0, proposing several changes to the objectives and metrics in Chapter 3
- ICAO submitted the revised draft RPBANIP, Version 3.0, under cover of State Letter EMX0268, to take into account the proposed RPBANIP changes
- Version 3.1 was ultimately developed from comments and observations to the revised RPBANIP received from several States.

5.4.4 In this regard, the following conclusions were adopted by the Meeting:

**CONCLUSION
NACC/DCA/5/3**

APPROVAL OF THE NAM/CAR REGIONAL PERFORMANCE-BASED AIR NAVIGATION IMPLEMENTATION PLAN (RPBANIP), VERSION 3.1

That, considering that the NAM/CAR RPBANIP is the basis for NAM/CAR Region air navigation implementation where regional targets and milestones have been agreed and regional air navigation priorities are reflected, the NACC Directors of Civil Aviation approve the RPBANIP, Version 3.1.

CONCLUSION
NACC/DCA/5/4

**UPDATE NATIONAL AIR NAVIGATION IMPLEMENTATION
PLANS IN ACCORDANCE WITH THE RPBANIP, VERSION 3.1**

That, for effective and timely air navigation development and implementation in the NAM/CAR Regions, which ensures harmonization and coordination of efforts aimed at improving international civil aviation safety, capacity and efficiency, States/Territories of the NAM/CAR Regions:

- a) review and update their national Air Navigation Implementation Plans in accordance with their national needs and the RPBANIP regional framework; and
- b) submit national plans to the ICAO NACC Office by **December 2014**.

5.4.5 Similarly, under WP/13, the United States provided their ASBU implementation status in support of the *Global Air Navigation Plan* (GANP) informing that they had implemented all of the modules in Block 0. Based on the needs and requirements in their National Airspace System (NAS), the Federal Aviation Administration (FAA) has implemented some modules and capabilities across the NAS while some modules and capabilities have been implemented at select locations.

5.5 Fourth Edition of the Global Air Navigation Plan (GANP); First Annual Global Air Navigation Report; and Regional Performance Dashboard Implementation

Global Air Navigation Plan (GANP)

5.5.1 Under IP/05, the Meeting was briefed on the fourth edition of the Global Air Navigation Plan - Doc 9750 as guidance for planning and implementation of air navigation matters for use by States, service providers, airspace users and other stakeholders, as well as the development of the annual Global Air Navigation Report and ICAO Regional Dashboards to be implemented for monitoring and reporting progress on air navigation/safety targets in each ICAO Region.

5.5.2 Together with this edition, supporting electronic tools are envisioned to dynamically communicate progress and share implementation experiences. The GANP establishes a framework for incremental implementation based on specific operational profiles and traffic densities of each State. This is accomplished through the ASBU methodology.

5.5.3 The AN-Conf/12 agreed that the ASBU modules and associated technology [Communications, Navigation and Surveillance (CNS), avionics and Aeronautical Information Management (AIM)] were an integral part of the GANP to be supported by a set of electronic tools and that the policy and associated principles of the GANP would be fundamental to the success of long-term global air navigation. The revised GANP represents a rolling 15-year strategic planning methodology, which leverages existing technologies and anticipates future developments based on State/industry agreed operational objectives. This will enable sound investment strategies and help generate the required commitment from States, equipment manufacturers, airspace users and service providers.

5.5.4 The ICAO Council (C199/5) approved the fourth edition of the GANP on 29 May 2013, which is available at the following link: <http://www.icao.int/sustainability/Pages/GANP.aspx>

Annual Global Air Navigation Report

5.5.5 Since 2009, all PIRGs, including GREPECAS adopted a performance-based approach to air navigation planning and implementation. According to the GANP, measurement will utilize a reporting mechanism and tools to present the data to different regional bodies through a web portal, which will include reports to:

- Visualize implementation status through dynamic and interactive charts
- Provide feedback on the data (qualification of the data)
- Perform self-assessments, generate ad hoc reports and export data
- Provide a venue for annual report(s) data collection

5.5.6 In this respect, the annual Global Air Navigation Report has a proposed content in terms of global air navigation challenges, measuring metrics according to challenges, status of operational measures for performance improvement, implementation progress of selected priority ASBU Block 0 Modules and sharing of successful initiatives and key demonstrations.

5.5.7 Much like the existing annual Safety Report, the objective of the annual Global Air Navigation Report is to assist PIRGs and States with understanding which areas require special attention to effectively improve air navigation performance worldwide.

5.5.8 In preparation for the annual Global Air Navigation Report, ICAO Headquarters requested successful regional implementation stories for inclusion in the report, and several operational benefits in selected priority topics like PBN, CCO, CDO, ATFM and AIM were included.

ICAO Regional Performance Dashboard

5.5.9 As a result of the RASG-PIRG Meeting held in 2013, the PIRGs have agreed on a set of initial regional performance indicators and supporting metrics. The ICAO NACC Regional Office website, through a Geographical Information System (GIS), will provide implementation status through dynamic and interactive charts. This system will generate ad hoc reports and enable easy transfer of the datasets into the Regional Performance Dashboards and annual Global Air Navigation Report (see Figure 1).

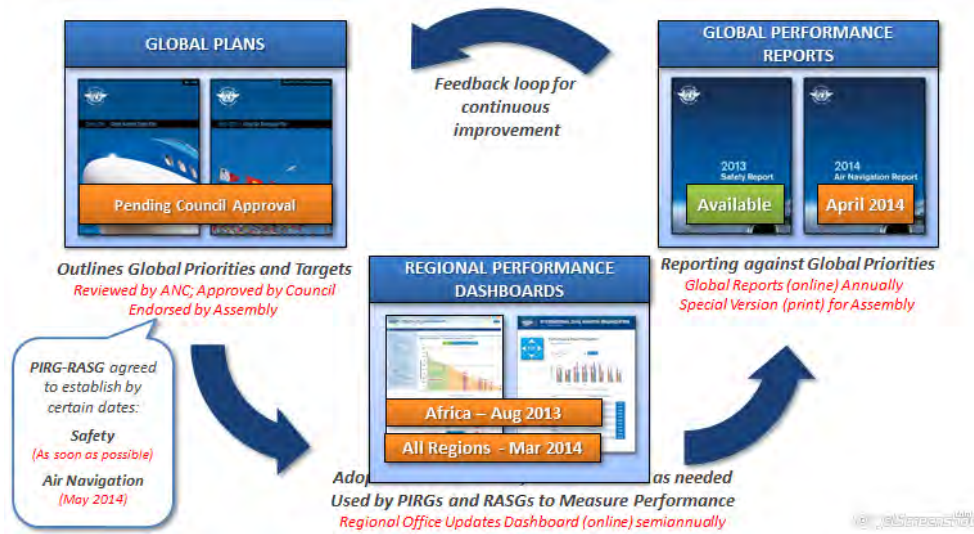


Figure 1 – ICAO Dashboard – Global Air Navigation Plan Relationship

5.5.10 A Memorandum of Understanding has been established with industry to obtain international aeronautical information pertaining to implementation status of air navigation infrastructure to ensure transparency and sharing of information as fundamental to a safe and efficient global air transportation system. In this regard, ICAO is planning to introduce a “Regional Performance Dashboard” public website homepage for every ICAO Regional Office. These dashboards will illustrate regional implementation status related to the ICAO Strategic Objectives for the period 2014-2016, which were approved by the 38th Session of the ICAO Assembly. They will show targeted performance at the regional level and will initially contain graphics and maps with planned expansion to include the ASBU Block 0 Modules.

5.5.11 The dashboards will be available at: <http://www.icao.int/safety/pages/regional-targets.aspx>. A prototype is available at <http://www.icao.int/safety/pages/rpd-test.aspx>, as shown in Figure 2.

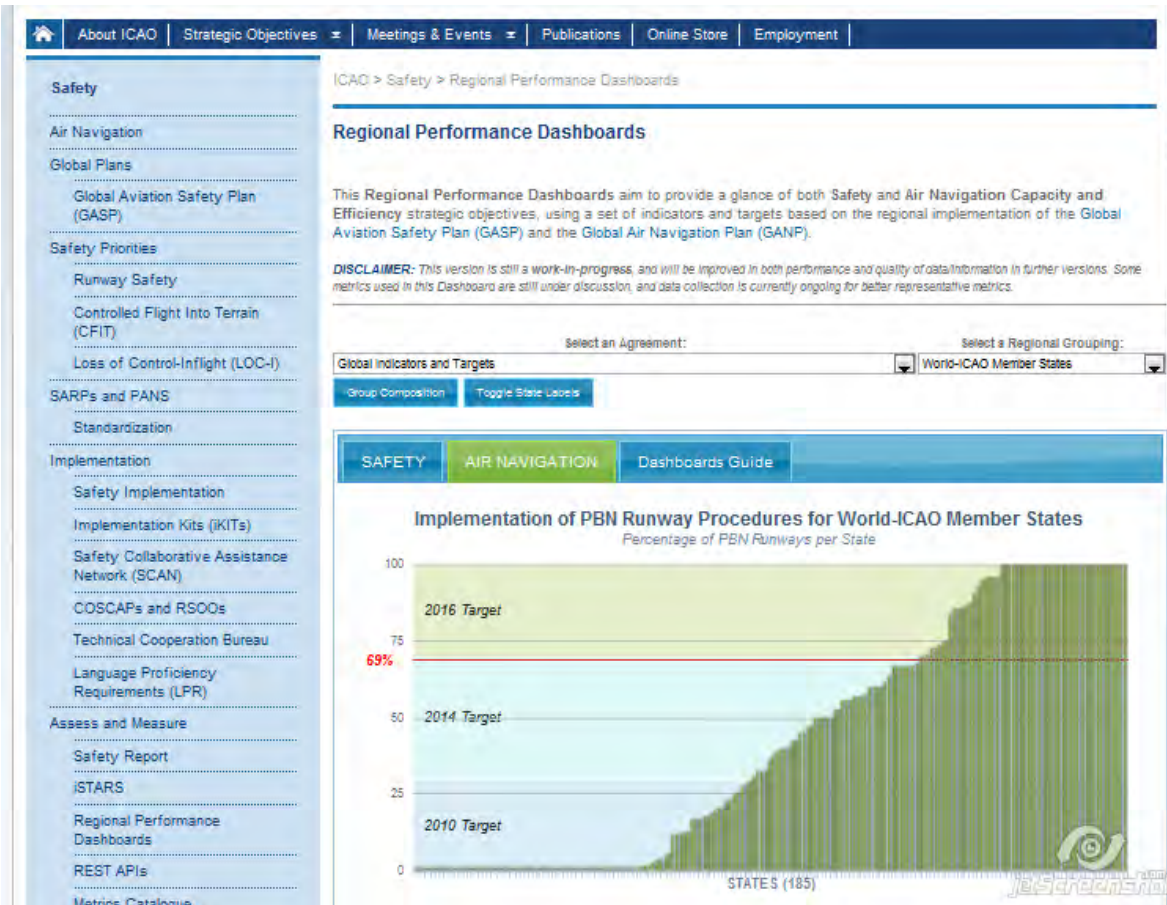


Figure 2: Regional Dashboard Prototype

5.5.12 The 38th Session of the ICAO Assembly, Resolution 38-2 – *ICAO global planning for safety and air navigation* recognizes the importance of effective implementation of regional and national plans, including initiatives based on global frameworks and progress with improving global safety, capacity and efficiency of civil aviation, which is best achieved through a cooperative, collaborative and coordinated approach in partnership with all stakeholders under the leadership of ICAO. Therefore: ICAO:

- Invites PIRGs to use ICAO standardized tools or adequate regional tools to monitor and, in collaboration with ICAO, analyze the implementation status of air navigation systems
- Urges States that are developing plans for their own air navigation modernization to coordinate with ICAO and align their plans so as to ensure global compatibility and harmonization

5.6 Ratification of Article 3 *bis* of the Chicago Convention on International Civil Aviation

5.6.1 As a result of the ICAO Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP-CMA) activities, the Secretariat presented WP/09 on the need to ratify Article 3 *bis* of the Chicago Convention on International Civil Aviation

5.6.2 The Meeting recognized that in many cases laws are approved by the national congress or parliament through mechanisms that are established by the State. Civil Aviation Authorities (CAAs) can propose amendments to the law according to the administrative competencies given to them.

5.6.3 The Chicago Convention requires that each contracting State commit to collaborate in order to achieve the highest level of uniformity in regulations, standards, procedures and organization related to aircraft, personnel, airlines and auxiliary services. The incorporation of SARPs into contracting State national regulations is what guarantees the safety and consistency of global aircraft operations.

5.6.4 Over the last years, it has been noted that several States have established procedures for the identification of aircraft for defense purposes without establishing the corresponding regulation or ratifying the Protocol of Article 3 *bis* of the Chicago Convention, which causes USOAP-CMA protocols be defined as *Not Satisfactory*.

5.6.5 Dominican Republic informed that following the new constitutional structure to approve legislative issues, the Dominican Civil Aviation Institute (IDAC) has taken action to foster the ratification of the Article 3 *bis* mechanism. It is expected that the ICAO NACC Regional Office will be informed on the progress by the second half of 2014.

5.6.6 Nicaragua also reported that it has taken the necessary actions to ratify Article 3 *bis* in the short-term.

5.6.7 The Meeting agreed that the lack of ratification of international treaties and conventions can also affect some civil aviation activities between States. It is therefore highly recommended that States promote the signing of related agreements in order to ensure that they are within the framework of functions and obligations between States as established in the ICAO Chicago Convention on International Civil Aviation (Doc 7300). To that end, the Meeting adopted the following conclusion:

CONCLUSION NACC/DCA/5/5

RATIFICATION OF ARTICLE 3 *bis* OF THE CHICAGO CONVENTION ON INTERNATIONAL CIVIL AVIATION

That Bahamas, Costa Rica, Dominican Republic, Grenada, Haiti, Honduras, Nicaragua, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, and United States take the necessary action to ratify the protocol relative to Article 3 *bis* of the Chicago Convention on International Civil Aviation and deposit the ratification document with ICAO as soon as possible.

5.7 Other Air Navigation Matters

Nassau Flight Information Region (FIR)

5.7.1 Under WP/20, Bahamas provided the Meeting with a briefing on the on-going process for the establishment of a Memorandum of Understanding (MOU) between the Bahamas and the United States for the management of the Nassau Flight Information Region (FIR). United States endorsed the work and progress made by the Bahamas in this effort and reiterated their continued involvement in ensuring the safety and efficiency of the Bahamian airspace.

Agenda Item 6 Port-of-Spain Declaration

**6.1 First CAR Region Safety and Air Navigation Directors Meeting
(CAR/DCA/OPSAN/1) Results**

6.1.1 WP/10 described the establishment of safety and air navigation targets mandated by ICAO, which will be posted on the new ICAO Regional Performance Dashboards in support of transparency and information sharing. In order to comply with this mandate, the First CAR Region Safety and Air Navigation Directors Meeting (CAR/DCA/OPSAN/1) was convened with the objective to review and agree on the preliminary safety and air navigation targets and respective metrics for the NAM/CAR Regions proposed by ICAO within the framework of the ICAO Global Aviation Safety Plan (GASP) and the Global Air Navigation Plan (GANP). In this regard, the CAR/DCA/OPSAN/1 Meeting adopted Conclusion – *Approval of the Port-of-Spain Declaration*.

6.1.2 The air navigation targets were proposed by the First Meeting of the NAM/CAR Air Navigation Implementation Working Group (ANI/WG/1), amended by the NACC/WG/4 Meeting and included from the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP), Version 3.1.

6.1.3 The safety targets were proposed by the ICAO NACC Regional Office and amended by the CAR/DCA/OPSAN/1 Meeting.

6.1.4 Based on the final reviews and comments received from States on the safety and air navigation targets, the *Port-of-Spain Declaration* was reviewed, approved and signed by all of the NAM/CAR Directors of Civil Aviation, Ministers or their authorized representatives as shown in **Appendix E** to this report. In this regard, the Meeting agreed on the following conclusion:

**CONCLUSION
NACC/DCA/5/6**

APPROVAL OF THE PORT-OF-SPAIN DECLARATION

That, in order to promote harmonized implementation of safety and air navigation matters in accordance with the ICAO Global Aviation Safety Plan (GASP) and Global Air Navigation Plan (GANP), the North American, Central American and Caribbean Directors of Civil Aviation approve the *Port-of-Spain Declaration* and commit their respective organizations to achieve the safety and air navigation targets contained within the Declaration.

6.1.5 The Meeting emphasized that the agreed targets and metrics will guide the achievement of regional priorities for future years and recognized that in order to achieve the targets/goals specified, States/Territories will need assistance from the ICAO NACC Regional Office through different mechanisms such as the implementation working groups, NACC regular work programme, technical assistance and technical cooperation assistance. Correspondingly, the States/Territories shall assign adequate resources to support implementation and achievement of the safety and air navigation targets in order to meet the agreed goals as outlined in the *Port-of-Spain Declaration*.

6.1.6 The agreed NAM/CAR Regional targets from the *Port-of-Spain Declaration* will be published on the ICAO Regional Performance Dashboard website in order to openly monitor target/goal achievements.

6.1.7 IATA presented IP/22 congratulating the NAM/CAR States for instituting the *Port-of-Spain Declaration*, whose principles and objectives will become cornerstones for regional implementation of GANP and GASP priorities, fully supported its adoption and emphasized IATA's commitment to work with ICAO and all NAM/CAR States to ensure that all goals will be achieved. IATA also noted that RASG-PA and GREPECAS need to maintain a collaborative relationship to ensure efficient implementation and coordination.

Agenda Item 7 Aviation Security (AVSEC) and Facilitation (FAL)

7.1 Regional Analysis of ICAO Universal Security Audit Programme (USAP) Second Cycle Audit Results and Transition to a Continuous Monitoring Approach (CMA)

7.1.1 The Secretariat presented WP/11 remarking that the USAP second cycle audit started in January 2008 and concluded in June 2013. The Meeting was informed regarding initiatives presented to the sessions of the Council and the Assembly with regard to the future of USAP, including the feasibility of adopting a Continuous Monitoring Approach, and recommended that the programme evolve towards a security-specific CMA that incorporates risk management elements. The Twenty-third Meeting of the Aviation Security Panel (AVSECP/23) endorsed this recommendation, and the 2012 High-Level Conference on Aviation Security (HLCAS) firmly supported the concept and the implementation of a transition period.

7.1.2 At its 197th Session, the Council received information on the methodology proposed for the USAP-CMA. A draft transition plan with timetables aimed at full implementation of USAP-CMA by early 2015 was also presented. The Council formally approved the USAP-CMA and transition plan. At its 38th Session, the ICAO Assembly decidedly supported the USA-CMA concept and implementation of a transition period as reflected in Resolution A38-15.

USAP-CMA Methodology General Aspects

7.1.3 The scope of the USAP-CMA will remain the same as the USAP second cycle audit, covering Annex 17 – *Security* and Annex 9 – *Facilitation* security provisions and associated guidelines. Although the scope will not change, the methodology of the programme will be new and will incorporate a series of monitoring activities specifically adapted to aviation security conditions in each member State. The USAP-CMA will not constitute a third cycle of audits. Rather, it is expected that the USAP-CMA will be a permanent and thus an on-going process, applying a methodology that may be adapted to the changing needs of the States and global security situation.

7.1.4 It is initially foreseen that several States will not be able to take maximum advantage of an audit conducted within the context of the USAP-CMA. These States will be considered for another type of monitoring activity and will be referred to the ICAO Implementation Support and Development – Security (ISD-Security Section) through which ICAO will offer the appropriate assistance.

7.1.5 The Secretariat will adopt a risk management approach to select the most appropriate activity and monitoring methodology for each State and determine the schedule and frequency of such monitoring activities. The programming and scope of each activity related to the USAP-CMA will be defined based on indicators such as:

- Time elapsed since the last audit activity
- Existence or possible existence of a Significant Security Concern (SSeC) based on information collected during a previous audit activity
- Geographic equilibrium
- Recent audits/inspections conducted by regional oversight organizations
- Development or significant change within the State
- Recent occurrence of an act of unlawful interference
- Significant security incident
- Information collected during ICAO assistance activities
- Amount and quality of the data provided by each State as part of the continuous monitoring process or in response to information requests by ICAO

7.1.6 For proactive purposes, it has been foreseen that States may occasionally request monitoring activities within the context of the USAP-CMA. These requests will be considered based on ICAO resources and time available and will be conducted on a cost-recovery basis. The results of monitoring activities conducted on a cost-recovery basis will be treated the same as those derived from the regular USAP monitoring activities.

7.1.7 The USAP-CMA will provide States with audit reports in a new format containing information on oversight and compliance. Findings and recommendations will be presented in a way that will allow States to prioritize short, medium, and long-term corrective measures. As subsequent USAP-CMA activities are completed, the results corresponding to each State will be updated on the secure USAP website.

USAP-CMA Transition

7.1.8 Work is underway for the transition to USAP-CMA, which will be implemented in three phases as follows:

- Development Phase:** The initial phase consists of completing the preparatory work to support the USAP-CMA. This comprises a diversity of activities, *inter alia*, the redrafting and prioritization of USAP audit protocols; developing the necessary software tools, including means to prevent unauthorized access to security-sensitive information; preparing a new audit report with templates; and determining the most appropriate initial activity for each State based on risk analysis.
- Preparatory Phase:** The second phase will consist of the development and implementation of new procedures in order to be prepared for on-site USAP-CMA testing. This phase will specifically include entering into cooperation agreements with regional oversight organizations; identification of States for initial USAP-CMA testing; updating manuals and internal procedures; circulation of questionnaires to member States prior to the audits; and Memoranda of Understanding (MoUs).

- c) **Testing Phase:** The final transition phase will consist of on-site testing of USAP-CMA software and USAP-CMA related activities, and conducting regional informative seminars, courses for recertifying existing auditors and courses for initial certification of new auditors.

7.1.9 It is expected that the transition to USAP-CMA will be completed in late 2014 with full implementation of the new methodology starting in early 2015.

7.1.10 Once USAP-CMA has formally started, the Secretariat does not foresee that member States will need to devote more resources to the USAP compared to the second cycle audit. As with the USAP first and second cycle audits, member States will still need to support USAP-CMA by seconding security experts to participate in USAP-CMA activities in order to achieve effective implementation of the programme. Since the transition to USAP-CMA entails the development of new methodologies, it will be necessary to retrain and recertify all experts currently on the list of USAP auditors.

7.1.11 Therefore, the Meeting adopted the following Conclusion:

CONCLUSION
NACC/DCA/5/7

**ICAO UNIVERSAL SECURITY AUDIT PROGRAMME-
CONTINUOUS MONITORING APPROACH (USAP-CMA)**

That, noting the future ICAO Universal Security Audit Programme-Continuous Monitoring Approach (USAP-CMA) that will be implemented in 2015, NAM/CAR States shall:

- a) improve their aviation security oversight systems, taking into consideration, *inter alia*, risk management as well as the findings and recommendations emerging from their USAP second cycle audits;
- b) continue to support the ICAO audit programme (USAP-CMA) by seconding security experts to participate in USAP-CMA activities;
- c) sign the new USAP-CMA Memorandum of Understanding (MoU) when so requested; and
- d) submit updates on their corrective action plan(s) implementation status.

**7.2 Aviation Security and Facilitation Regional Group
(AVSEC/FAL/RG)**

7.2.1 The Secretariat informed on the activities and progress of the AVSEC/FAL/RG/3 Meeting projects and conclusions. The Meeting was held at the ICAO SAM Regional Office, Lima, Peru, from 19 to 21 June 2013, where 52 delegates from 21 States from the NAM/CAR and SAM Regions and 3 International Organizations (ALTA, ECCAA and IATA) attended the event. An AVSEC Regional Seminar was conducted prior to the meeting from 17 to 18 June 2013, where the Secretariat discussed important issues related to ICAO AVSEC and FAL activities and future programmes.

7.2.2 The Secretariat remarked on the importance of aviation security and facilitation in regard to the transport of passengers and cargo and highlighted the importance of establishing clear goals and a work programme to achieve AVSEC/FAL/RG attainable objectives within a reasonable period of time. Meeting delegates were asked to commit to actively participate to reach the objectives for the benefit of all AVSEC/FAL/RG member States.

7.2.3 It was informed that based on the progress and results of project implementation and deliberations and agreements at the meeting, the Terms of Reference, work programme and projects were updated. The establishment of a Strategic Plan for the group was also agreed, and a separate working group was created, led by Argentina, that will provide results at the AVSEC/FAL/RG/4 Meeting.

7.2.4 After coordination with the Latin American Civil Aviation Commission (LACAC), a State Letter was issued by the ICAO/LACAC Secretariat on 27 August 2013, urging States to take note, review the AVSEC/FAL/RG/3 Meeting report, and comment on and approve the conclusions included therein by 13 September 2013. Conclusions are included in the Appendix to IP/06.

7.2.5 The Meeting was asked to support participation of NAM/CAR States' AVSEC and FAL units at ICAO training activities, especially those activities related to the AVSEC/FAL/RG, in order to share information and obtain benefits from the successful results achieved, which will enhance their own national aviation security and facilitation systems.

7.3 Other Aviation Security and Facilitation Matters

NAM/CAR Regional Activity on Security and Facilitation

7.3.1 The Secretariat presented WP/19 on NAM/CAR AVSEC and FAL activities and related relevant information to be considered by the appropriate authorities to accomplish the provisions of Annex 9 – *Facilitation* and Annex 17 - *Security*.

Training and Assistance Activities

7.3.2 The Secretariat informed that ICAO developed training material to facilitate understanding of threat and risk analysis and various Annex 17 Standards regarding security risk assessment implementation to be carried out by the applicable national authorities as well as methodology and procedures that should be considered by States when applying this criterion to corresponding AVSEC implementation measurement within their respective States/Territories.

7.3.3 It was also informed that in accordance with Amendments 12 and 13 to Annex 17, ICAO has updated the Instructors Course and Cargo and Mail Security Course Aviation Security Training Packages (ASTPs) and has conducted events on these matters with the updated material through the accredited NAM/CAR and SAM Aviation Security Training Centre (ASTC) network.

7.3.4 As part of the *ICAO/Transport Canada Aviation Security Project*, ICAO has conducted State or enhanced assistance plans for Haiti, Honduras and ECCAA involving onsite experts to improve the legal framework and AVSEC programmes in those States. This has also included training for designated CAA work teams in order to involve other governmental entities in this objective. A new project is in process to begin similar assistance for the Bahamas.

7.3.5 Even though ICAO has provided training in the NAM/CAR Region on different AVSEC fields, not all States have updated, approved or implemented their National Civil Aviation Security Programme (NCASP) in accordance with Annex 17 – *Security*, Amendments 12, 13 and 14 or future ICAO USAP-CMA implementation. It is important that States update their legal and regulatory framework as well as all other national programmes related to the NCASP regarding training, certification of instructors and AVSEC personnel, quality control, and the security control and inspection of air cargo and mail to be transported in an aircraft engaged in commercial air transport operations.

7.3.6 It is also important for the appropriate authorities, when updating their legislation and regulations, to consider determining legal implications and include clear procedures to control unruly or disruptive behavior at aviation facilities and onboard aircraft. This has been an increasing situation that can impact the safety and security of international civil aviation.

7.3.7 It is also important to mention that although States have established a National Aviation Security Committee to coordinate AVSEC activities among the departments, agencies and other State organizations, airport and aircraft operators, air traffic service providers and other entities involved with or responsible for the implementation of various NCASP aspects not all States conduct national aviation security meetings or similar events to achieve the necessary coordination with other government entities to ensure a joint effort to comply with the provisions of Annex 17.

7.3.8 The Secretariat considered that similar to the *Port-of-Spain Declaration* that established regional targets for safety and air navigation for future years, it would be of utmost importance that the NAM/CAR Directors of Civil Aviation also set AVSEC and FAL regional targets in order to prevent and address potential threats and at the same time ensure a balance to facilitate the movement of aircraft, crews, passengers, cargo, mail and stores, and the satisfaction and protection of international air transport users for the benefit of safety and security within their own States.

7.3.9 Therefore, the Meeting adopted the following conclusion:

**CONCLUSION
NACC/DCA/5/8**

**FUTURE ACTIONS ON AVIATION SECURITY (AVSEC) AND
FACILITATION (FAL) IN THE NAM/CAR REGIONS**

That the NAM/CAR States:

- a) support the participation of their AVSEC/FAL personnel at ICAO AVSEC and FAL training activities;
- b) consider the following regional aviation security (AVSEC) targets within their States:
 - i. update, approve and implement the National Civil Aviation Security Programme (NCASP) considering the latest amendments to Annex 17 – *Security*;
 - ii. bearing in mind the latest amendments to Annex 17 – *Security*, activate and have a fully functioning National Aviation Security Committee for the purpose of coordinating AVSEC activities among the departments, agencies and other organizations of the State, airport and aircraft operators, air traffic service providers and other entities concerned with or responsible for the implementation of various aspects of the NCASP;
 - iii. revise and, if necessary, update relevant legislation and regulations in order to determine legal implications and include clear procedures to control unruly or disruptive behaviors at aviation facilities and onboard aircraft;
- c) consider the following regional air transport FAL targets within their State:
 - i. establish and/or update, approve and implement National Air Transport Facilitation Programmes (NATFPs) considering the provisions of Annex 9 – *Facilitation* and its latest amendments;
 - ii. adopt all practicable measures to facilitate the movement of aircraft, crews, passengers, cargo, mail and stores by removing unnecessary obstacles and delays by coordinating these measures with the appropriate authorities and stakeholders within their State; and
 - iii. establish and/or activate National Air Transport Facilitation Committees and Airport Facilitation Committees for the purpose of coordinating and facilitating activities among departments, agencies and other organizations of the State concerned with or responsible for various aspects of international civil aviation as well as with airport and aircraft operators.

7.3.9 Dominican Republic stated that they have established a National Civil Aviation Security Programme (NCASP) and have developed proposals for the establishment of national committees on air transport facilitation along with clear procedures to control unruly or disruptive behaviors at aviation facilities and onboard aircraft, which have been forwarded to the appropriate governmental authorities for corresponding approval.

Agenda Item 8 Regional Cooperation and Training

8.1 ICAO Regional Technical Cooperation Project – *Implementation of Performance-Based Air Navigation Systems for the Caribbean Region (RLA/09/801)*

8.1.1 The Secretariat presented WP/12 and P/02 regarding ICAO Technical Cooperation Project *Implementation of Performance-Based Air Navigation Systems for the CAR Region (RLA/09/801)* implementation progress. The Project serves as a tool for streamlining air navigation implementation in the CAR Region.

8.1.2 The Secretariat informed that 10 activities related to the Project were completed for all the respective sub-projects, which included 44 fellowships granted to member States as at 31 March 2014. The CAA Directors were invited to take advantage of the fellowship programme offered by the Project and to ensure their State's participation at Project events.

8.1.3 The Project Activities Plan has been updated by the Steering Committee to include a more coherent approach to support all air navigation activities as prioritized by the ICAO ASBU methodology.

8.1.4 The Project is aligned with the new RPBANIP, Version 3.1; regional safety and air navigation targets and goals of the *Port-of-Spain Declaration*; Twelfth Air Navigation Conference; and recommendations of the 38th Session of the ICAO Assembly.

8.1.5 The Steering Committee approved both the Project Activities Plan for 2014-2016 as presented in Appendix of WP/12 as well as the framework for implementation of the "Go-Team" concept as was shown in P/02.

8.2 ICAO Regional Technical Cooperation Project – *Transition to GNSS in the CAR/SAM Regions – Augmentation Solution for the Caribbean, Central and South America (SACCSA) Phase III (RLA/03/902)*

8.2.1 Under IP/07, the Meeting was informed on the ICAO Regional Technical Cooperation Project – *Transition to GNSS in the CAR/SAM Regions – Augmentation Solution for the Caribbean, Central and South America (SACCSA) Phase III (RLA/03/902)* progress, detailing the activities and completion of the Project Work Packages and financial situation.

8.2.2 The Meeting was informed that the Project will be closed at the Tenth Coordination Committee Meeting, which is tentatively scheduled for June/July 2014 in Colombia and will also include an Advanced GNSS Workshop and a seminar on Project results.

8.3 ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) – Americas

8.3.1 IP/08 was presented by the Secretariat on CAPSCA, which noted the threats that public health events have or can have on air transport operations as evidenced by a reduction in passenger numbers of 80% in Hong Kong and 40% in Mexico at the respective onsets of the Severe Acute Respiratory Syndrome (SARS) outbreak and the Influenza A(H1N1) pandemic. It was also highlighted that this programme provides assistance visits to international airports/States as well as regional meetings and training events that strengthen public health preparedness plans at global, regional, national and operational levels.

8.3.2 To achieve this, ICAO collaborates with the World Health Organization (WHO), Airports Council International (ACI), the International Air Transport Association (IATA) and other stakeholders.

8.3.3 It was also highlighted that CAPSCA programme provides an opportunity for public health personnel to work directly with aviation personnel to develop effective public health preparedness plans for aviation.

8.3.4 State benefits received from the CAPSCA Project include:

- Multi-Sector collaboration within a State, between States and international organizations
- Improved communication, coordination, cooperation and collaboration between all stakeholders
- Synergistic and harmonized development of guidance by international organizations, especially between ICAO, WHO, IATA and ACI
- Improved public health emergency prevention and response in aviation
- Reduced impact of public health emergencies on population health through reduced, delayed and/or mitigated health effects
- Mitigation of economic and social effects caused by public health events; a faster return to normal operations when the health threat subsides
- Improved management of risk perception for the general public, air travellers, service providers and aviation personnel

8.3.5 It was also emphasized that the United Nations Central Fund for Influenza Action (UN CFIA) funding grant for CAPSCA expired at the end of 2012. Since the Project does not have any additional funding, in order for the Project to continue States can solicit CAPSCA visits on a cost recovery basis. States and international organizations are invited to contribute voluntary funds to ICAO for continued implementation and growth of the CAPSCA programme.

8.3.6 With regard to auditing public health events as contained in the Chicago Convention Annexes 6, 9, 11 and 14, ICAO has introduced protocol questions in regard to implementation of the respective SARPs and for international monitoring. The protocol questions are included in the ICAO USOAP-CMA audits and will be evaluated during ICVMs to determine State implementation levels.

8.4 Aviation Training Plan for the CAR Region; Next Generation of Aviation Professionals (NGAP); and TRAINAIR *Plus* Programme

8.4.1 Under IP/18, the Secretariat presented information on the ICAO NGAP initiative training activities; ICAO Civil Aviation Training Policy; and TRAINAIR *Plus* Programme as elements to consider in the development of national aviation training plans and regional activities to guide CAR States with development of their aviation training programmes.

8.4.2 ICAO's role in training is to support human resource development strategies established by member States and the aviation community. In 2010, an ICAO Civil Aviation Training Policy was developed and disseminated to States via an Electronic Bulletin (EB 2010/40 refers) outlining the processes for the implementation of a comprehensive training framework. ICAO aviation training activities have evolved over time and now include many different elements from endorsement of training centres, courses and direct delivery of training to joint agreements with member States, organizations, training and educational institutions. The development of technology in recent years has also led to a wider range of training thereby increasing the possibilities of capacity building. As a result, the ICAO Civil Aviation Training Policy has been updated (included in Appendix A to IP/18) and came into effect on 1 January 2014.

ICAO TRAINAIR *Plus* Programme

8.4.3 Through EB 2010/45, dated 6 October 2010, ICAO informed on a thorough review of the TRAINAIR Programme that resulted in the new upgraded programme, which is called TRAINAIR *Plus*.

8.4.4 The new TRAINAIR *Plus* Programme includes a significantly revised course development methodology, new approach to the guidance material sharing network and a self-sustaining budgetary mechanism. Changes to the programme are in line with the ICAO Training Policy and NGAP initiatives (EB 2010/40).

Civil Aviation Training Centres (CATCs)

8.4.5 The Civil Aviation Training Centres (CATCs) are an essential part of the ICAO training structure. Considering the training needs in the CAR Region and Regional Training Plan update, the ICAO NACC Regional Office has compiled a list of training courses offered by CAR Region CATCs, which is presented in Appendix B to IP/18.

Next Generation Aviation Professionals (NGAP)

8.4.6 ICAO launched the NGAP initiative, which seeks to ensure that there will be sufficient, competent and qualified aviation professionals to operate, manage and maintain the future international air transport system.

8.4.7 With the ICAO ASBU approach and emerging technologies for new automated and efficient services, the availability of qualified personnel and an adequate training infrastructure to maintain up-to-date personnel is critical. ICAO developed an initial CAR Training Plan in response to a mandate from the Region's CAA Directors, which is presented in Appendix C of IP/18.

8.4.8 The Meeting was invited to become familiar with the training courses currently offered by the CATCs in the Region and make use of the courses according to their existing and future needs.

8.5 Results of the first NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/1)

8.5.1 Under WP/14, the Meeting was presented with the NAM/CAR/CATC/1 Meeting results and informed on the creation of the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG).

8.5.2 Considering CAR Region needs and the Regional Training Plan update, the CAR Region CATCs requested that ICAO convene the First NAM/CAR Civil Aviation Training Centres Meeting at the ICAO NACC Regional Office, Mexico City, Mexico, which was held from 27 to 30 August 2013.

8.5.3 At this meeting, the Secretariat proposed the formal establishment of a technical support working group for NAM/CAR/CATC training matters, including the Terms of Reference and Work Programme as shown in the Appendix to the working paper. The establishment of a working group is supported by the CAA Directors mandate for improving training and human factors in all areas of aviation systems planning/implementation and adopting a more effective structure based on subject matter experts.

8.5.4 The NAM/CAR/CATC/WG will be a supporting body to the CAA Directors and will work in coordination with existing implementation working groups, namely the North American, Central American and Caribbean Working Group (NACC/WG), NAM/CAR Air Navigation Implementation Working Group (ANI/WG) and the Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG).

8.5.5 The designation of this working group was proposed as the *Civil Aviation Training Centres Working Group (CATC/WG)*. Therefore, the NACC/DCA approved the following conclusion:

**CONCLUSION
NACC/DCA/5/9**

**ESTABLISHMENT OF THE CIVIL AVIATION TRAINING
CENTRES WORKING GROUP (NAM/CAR/CATC/WG)**

That in order to improve and coordinate training to benefit aviation development in the NAM/CAR Regions with participation of users and training service providers:

- a) the establishment of the NAM/CAR/CATC/WG is hereby approved along with its Terms of Reference (ToRs) and Work Programme as presented in the Appendix to WP/14; and
- b) the development of a survey to determine the regional training needs for 2015-2016 is approved.

8.6 Airport-to-Airport Joint Assistance Plan Project

8.6.1 Under WP/15, the Meeting was informed on discussions from the meeting to develop a airport-to-airport mutual aid project plan. The concept of a Disaster Operations Group (Airport-to-Airport Mutual Aid) and the need to address airport operational recovery following widespread disasters where airports may not be first in line to receive disaster assistance was also presented.

8.6.2 The ICAO NACC Regional Office convened the Airport-to-Airport Mutual Aid Project Plan Meeting to evaluate taking this programme concept across international borders at the ICAO NACC Regional Office, Mexico City, Mexico, from 28 to 29 January 2014. Costa Rica, Cuba, Dominican Republic, Haiti, Honduras, Jamaica, Mexico and United States participated in the meeting.

8.6.3 Presentations were provided on the Airport Cooperative Research Program (ACRP), Reports 45 and 73, regarding the airport-to-airport mutual aid concept and the development of mutual aid agreements from the principal investigator of Reports 45 and 73. Haiti, Jamaica and Mexico also provided presentations. Each member State offered a review of existing emergency management structures and capabilities in their respective States. The participants agreed that the concept had clear applicability within the international context, and all agreed to work to develop a model that could take the concept to cross-border operations.

8.6.4 The establishment of a Disaster Operations Group for the NAM/CAR Regions (NAM/CAR/DOG) was proposed by the participants to develop the Airport-to-Airport Mutual Aid Project Plan for implementation in NAM/CAR Regions States/Territories. Therefore, the NACC CAA Directors approved the following conclusion:

CONCLUSION
NACC/DCA/5/10

**ESTABLISHMENT OF THE DISASTER OPERATIONS GROUP
FOR THE NAM/CAR REGIONS (NAM/CAR/DOG)**

That, in order to develop the Airport-To-Airport Mutual Aid Project Plan, the establishment of the NAM/CAR/DOG is hereby approved along with a regional aerodrome capability survey, model programme and pilot project outlines as presented in the Appendix to WP/15.

8.6.5 United States endorsed the work and progress made by ICAO and reiterated their continued involvement in the development of the Airport-To-Airport Mutual Aid Project Plan.

8.7 Other Cooperation and Training Matters

8.7.1 Under IP/13, Haiti informed the Meeting about on-going cooperation between Haiti and France in the area of improving civil aviation in Haiti.

Institutional cooperation with France

8.7.2 In February 2010, OFNAC signed a Technical Agreement with the French DGAC in order to promote technical cooperation in the fields of air navigation, safety and staff training.

8.7.3 As part of this agreement, and at the OFNAC Director's request, the French DGAC undertook an executive staff assessment and suggested several recommendations. In this context, the Director of the French West Indies and Guyana Civil Aviation Services invited the OFNAC Director to Martinique to present the way operator surveillance is conducted in France.

French support through contractual arrangements

8.7.4 In 2011, France deposited USD\$830,000 with the Inter-American Development Bank in order to finance Port-au-Prince Airport renovation studies.

8.7.5 Currently, passenger terminal rebuilding is nearing completion, and ADPi (*Aéroports de Paris*) has updated the airport master plan and new air traffic control tower and operations building design; the construction of the latter will be the subject of a call for tender towards year-end.

8.7.6 In November 2013, OFNAC signed a contract with Thales for the supply of four sets of navigational aids (three VOR/DME and one ILS/DME); one VOR/DME is dedicated to Port-au Prince Airport.

8.7.7 *DSNA-France*, a company created in 2013 by the French Directorate General for Civil Aviation (DGAC) and the French Civil Aviation University (ENAC), was selected by OFNAC to assist with modernizing its air navigation system; establishment of a training unit; SMS implementation; and strategic analysis of priorities in regard to technical developments.

8.7.8 France is ready to [increase](#) its cooperation in the region based on its expertise and its presence in the Caribbean [Region](#).

Agenda Item 9 Environment

- 9.1 National Action Plan – Implementation Status and Benefits Report**
- 9.2 ICAO Fuel Savings Estimation Tool (IFSET) Online Training**
- 9.3 ICAO International Aviation and Environmental Seminar; State Action Plan Seminar; and Volcanic Ash Seminar**

9.1.1 The Secretariat provided information through WP/16 on IFSET to assist States with estimating fuel savings in a manner consistent with the model approved by ICAO’s Committee on Aviation Environmental Protection (CAEP) and aligned with the *Global Air Navigation Plan*.

9.1.2 IFSET is designed to assist those States without the capability to estimate benefits from proposed operational improvements in a consistent way. IFSET allows users to build both pre- and post-implementation scenarios using a series of flight phase procedure “building blocks,” i.e., climb, level, descent and taxi.

9.1.3 ICAO created an IFSET User’s Guide that details the steps that must be followed to generate the estimated fuel savings from the implementation of operational improvements.

9.1.4 This Guide describes IFSET, which was developed to be applied globally with the ability to capture the difference in flight trajectory performance in terms of fuel burn before and after implementation of operational improvements at the local, regional or global levels. The IFSET User’s Guide can be accessed at the following web address: <http://bit.ly/11d1ss4>

9.1.5 The Meeting recalled Conclusion NACC/WG/4/3 through which IATA will work in coordination with Canada, Dominican Republic, Mexico, and United States in the measurement of fuel burn from aircraft flight operations. Results will be presented to the ICAO NACC Regional Office in December 2014. The information will serve to compare the theoretical estimated fuel burn savings established by States with actual aircraft operations fuel burn.

9.1.6 As part of the actions taken to protect the environment, the *Corporación Centroamericana de Servicios de Navegación Aérea* (COCESNA), in coordination with Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua, has developed a PBN airspace concept project as part of the plan to improve ATM system efficiency.

9.1.7 COCESNA, in coordination with the six member States, has undertaken to redesign the airspace and implement new operational concepts to increase capacity with the objective to face the foreseen increasing air traffic and address aviation community expectations through better air traffic services and improved airspace management. This represents a step towards the fulfilment of global goals to reduce aviation impact on climate change.

9.1.8 Trinidad and Tobago informed that the CAA is coordinating receipt of actual fuel burn information with aircraft operators, and that the relevant information will be provided to ICAO in a timely manner.

9.1.9 France informed that in July 2011 they adopted a comprehensive Climate Change Adaptation Action Plan covering all expected climate change impacts (water resources, health, infrastructure, forestry, etc.) and, in particular, adaptation of civil aviation infrastructure.

9.1.10 The action plan identified a four-point work programme: (i) review and adaptation of airport building and maintenance techniques; (ii) inclusion of climate change consequences in relation to long-term traffic demand forecasts; (iii) definition of a methodology for infrastructure vulnerability assessment; and (iv) systematic vulnerability study.

9.1.11 A methodology for assessing airport climate change vulnerability was established and tested at Orly and Marseille airports. The methodology could be used in order to estimate the actual vulnerability of every airport. More information is available on the STAC website (www.stac.aviation-civile.gouv.fr – search with the key word “*Vulclim*”).

9.1.12 It was recommended that States visit the website and take advantage of this tool.

Status of the Cuba Action Plan on the Reduction of CO₂ Emissions

9.1.13 Cuba recognizes the work of ICAO concerning State Action Plans, which are an essential work aspect and will significantly contribute to enabling a sustainable global aviation concept. The Cuban CAA has worked on developing and establishing an action plan since 2013.

9.1.14 Cuba also acknowledges that action plans provide an opportunity for States to make their initiatives for enhancing fuel efficiency and reducing emissions known and to formulate their needs in terms of assistance so that ICAO may provide necessary support.

9.1.15 The set of identified measures that Cuba will focus on during 2013-2015 is aimed at achieving enhancements related to aircraft technology development, improved air traffic management and better use of infrastructure to increase operational efficiency.

9.1.16 Since the implementation of the reduction plan in July 2013, the following progress has been achieved:

- Upgrade and change of commercial airline fleet
- Implementation of Performance-Based Navigation (PBN) approach procedures at international airports
- Implementation of procedures for airlines to provide information related to the “Annual Reports on CO₂ Emissions and data relative to tonns-kilometres”

9.4 Other Environmental Matters

9.4.1 No other business was discussed.

Agenda Item 10 Air Transport

10.1 Multi-Regional ICAO/LACAC Air Transport Conference

10.1.1 The Secretariat presented IP/14 pointing out that air transport plays an essential role in the global and regional economy, and States require information on how to address challenges to aviation growth, restrictions on traffic rights, air carrier ownership and control, as well as inadequate infrastructure funding.

10.1.2 The Secretariat emphasized that questions arising related to how to optimize the obvious economic and societal contributions provided by air transport and tourism to world connectivity and economic development, how efficiency and productivity of airport and air navigation services impact airline profitability, among others need to be answered in the best context. Therefore, following a specific request from States during the C/CAR/DCA/13 Meeting in Havana, Cuba, and aware that similar queries take place in other ICAO Regions, the NACC Regional Office initiated coordination to conduct a Multi-Regional Air Transport Conference with the ICAO Headquarters Air Transport Bureau, the Latin American Civil Aviation Commission (LACAC) and the ICAO SAM Regional Office. With outstanding support from Jamaica, the Multi-Regional Air Transport Conference will be held in Montego Bay, Jamaica, from 7 to 9 October 2014.

10.1.3 Some of the topics being considered during this three-day conference are the following:

- Air Transport and Tourism: Why and How to Maximize Synergies
- Enhancing Connectivity through Technology
- Regulatory Responses to Consumer Concerns
- International Agreements: Securing the Foundation for Balanced Liberalization
- Air Cargo: an Engine of Global and Regional Development
- Cooperation for Connectivity
- Aircraft Leasing
- The Costs of Regulatory Divergence
- Moving Towards Seamless Travel
- The Impact of Taxation on Air Transport's Development
- Tools to Foster Convergence

10.1.4 Experts from the aviation community as well as high-level State/Territory representatives are expected to attend. The President of the ICAO Council, Director of the ICAO Air Transport Bureau, NACC and SAM Regional Directors and LACAC Secretary, among many others are expected to address the conference.

10.1.5 In order to provide the audience with a broad view of the air transport sector, international organizations and service providers such as Airports Council International (ACI), Civil Air Navigation Services Organization (CANSO), International Air Transport Association (IATA), Latin American and Caribbean Air Transport Association (ALTA), The International Air Cargo Association (TIACA) and World Tourism Organization (UNWTO) will be asked to share their experience and perspectives.

10.1.6 States strongly supported and expressed gratitude to the Secretariat for convening this event.

10.1.7 Jamaica, as Host State, expressed their strong support of this very important area of civil aviation and invited all the participants to attend the Conference being held in Montego Bay from 7-9 October of this year.

10.2 Other Air Transport Matters

10.2.1 No other air transport matters were discussed.

Agenda Item 11 Other Business

11.1 ICAO Financial Situation and Outstanding State Contributions

11.1.1 WP/17 covered outstanding State contributions and the financial situation of ICAO, which was presented by the Secretariat and reported on ICAO's financial situation and outstanding contributions as at 31 March 2014. The Secretariat urged States to take necessary measures to fulfil their financial obligations to ICAO in an urgent manner as the Organization depends on the budget to carry out its mandate. This requires the CAA Directors to follow-up with the authorities and/or persons in their respective governments responsible for making the payments.

11.1.2 The WP/17 also identified that:

- Contributions can be paid in a single currency or any combination of currencies including CAD, USD, Euro and other State currencies at the applicable United Nations exchange rates where an ICAO Regional Office is located
- Exchange rates are published on a monthly basis by the United Nations and are applicable at the moment of effecting the bank transfer or when ICAO receives the payment by check; current monthly exchange rates are available at any ICAO office or other agency of the United Nations system
- States wishing to settle a portion or the totality of their contribution in a currency of another country in which ICAO has a Regional Office are invited to notify ICAO of their request prior to effecting payments

11.1.3 In this regard, States recommended that ICAO:

- Send the State Letter on Outstanding Contributions not only to the Permanent Secretaries and CAA Directors but also to the ministers responsible for civil aviation
- If required and requested by States, support the CAA's through interventions with high-level government officials in order to follow-up on approval for payment of outstanding contributions

11.2 Host and Dates for future NACC/DCA Meetings

11.2.1 Through presentation of WP/19, the Meeting was reminded that the hosts of future Directors of Civil Aviation North America, Central America, and Caribbean Meetings (NACC/DCA), based on the established rotational scheme, are as follows:

- Sixth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/6) – North American State (2017)
- Seventh North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA//) – Eastern Caribbean State/Territory (2020)

11.2.2 The Secretariat noted that in order to avoid the hurricane season, it was previously agreed that NACC/DCA meetings should be held in the May/June timeframe.

11.2.3 United States offered to host the NACC/DCA/6 for the NAM Region according to the proposal timeframe.


11.2.4 ECCAA expressed that Antigua and Barbuda will host the NACC/DCA/7.

11.3 Other Business

11.3 The Secretary informed the Meeting of the upcoming retirements of Mr. Mitchinson Beckles, Director of Civil Aviation, Barbados and Mr. Jean-Michel Boivin, Director, Direction de la Sécurité de l'aviation civile (French Guiana and West Indies), and the Meeting wished the Directors best wishes for a happy and healthy retirement.

RESOLUTIONS TAKEN BY THE ASSEMBLY

- A38-1 Assistance to victims of aviation accidents and their families
- A38-2 ICAO global planning for safety and air navigation
- A38-3 Protection of certain accident and incident records
- A38-4 Protecting information from safety data collection and processing systems in order to maintain and improve aviation safety
- A38-5 Regional cooperation and assistance to resolve safety deficiencies, establishing priorities and setting measurable targets
- A38-6 Support of the ICAO policy on radio frequency spectrum matters
- A38-7 Comprehensive Regional Implementation Plan for Aviation Safety in Africa
- A38-8 Proficiency in the English language used for radiotelephony communications
- A38-9 Halon replacement
- A38-10 Recognition of approval of flight simulation training devices (FSTD)
- A38-11 Formulation and implementation of Standards and Recommended Practices (SARPs) and Procedures for Air Navigation Services (PANS) and notification of differences
- A38-12 Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation
- A38-13 Composition of the Air Navigation Commission and participation in its work
- A38-14 Consolidated statement of continuing ICAO policies in the air transport field
- A38-15 Consolidated statement of continuing ICAO policies related to aviation security
- A38-16 Consolidated statement of continuing policies and practices related to facilitation
- A38-17 Consolidated statement of continuing ICAO policies and practices related to environmental protection – General provisions, noise and local air quality
- A38-18 Consolidated statement of continuing ICAO policies and practices related to environmental protection – Climate change
- A38-19 Promotion of the Beijing Convention and the Beijing Protocol of 2010
- A38-20 Promotion of the Montréal Convention of 1999
- A38-21 Term limits for the Offices of the Secretary General and the President of the Council
- A38-22 Budgets for 2014, 2015 and 2016
- A38-23 Confirmation of Council action in assessing the contributions to the General Fund and determining advances to the Working Capital Fund of States which have adhered to the Convention
- A38-24 Discharge by Member States of financial obligations to the Organization and action to be taken in case of their failure to do so
- A38-25 Incentives for the settlement of long-outstanding arrears
- A38-26 Assessments to the General Fund for 2014, 2015 and 2016
- A38-27 Working Capital Fund
- A38-28 Amendment of the Financial Regulations
- A38-29 Approval of the accounts of the Organization for the financial years 2010, 2011 and 2012 and examination of the Audit Reports thereon
- A38-30 Appointment of the External Auditor



INTERNATIONAL CIVIL AVIATION ORGANIZATION
A United Nations Specialized Agency

Regional Analysis USOAP-CMA Results


NACC/DCA/5
Port of Spain, Trinidad and Tobago
28-30 April 2014



- Global Results
- GASP Objectives
- NACC Results
- Monitoring activities
- What is expected from States

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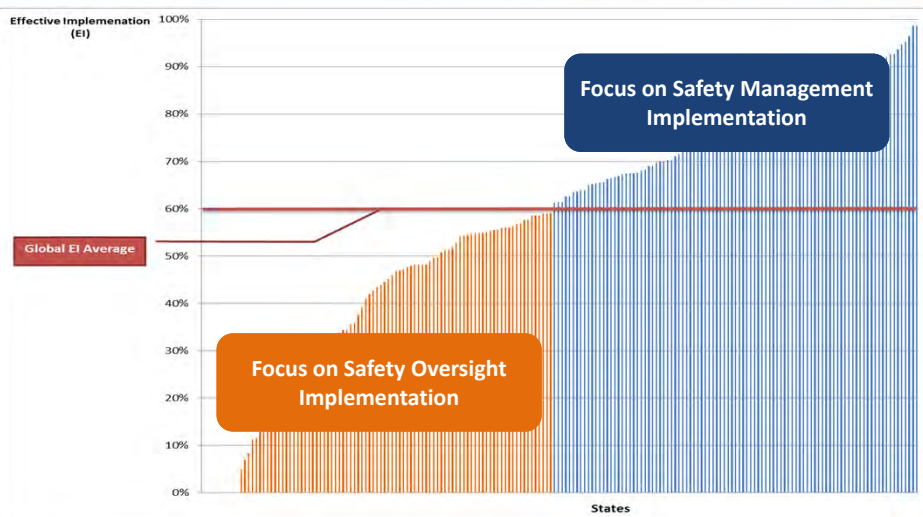

Outline



- Conditions of this analysis:
 - Based on all ICAO Member States that form part of the NACC Region
 - Highlights technical results for Personnel Licensing (PEL), Aircraft Operations (OPS), and Airworthiness (AIR), Air Navigation Services (ANS), Aerodromes (AGA) and Accident and Incident Investigations (AIG)
 - Findings related to Civil Aviation Organization (CE-3) and Training (CE-4) have been excluded from the analysis
 - *Note: these results are just a summary of the detailed results which are available on the ICAO ISTARs (SPACE) <https://portal.icao.int>*

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Global results



Effective Implementation (EI)

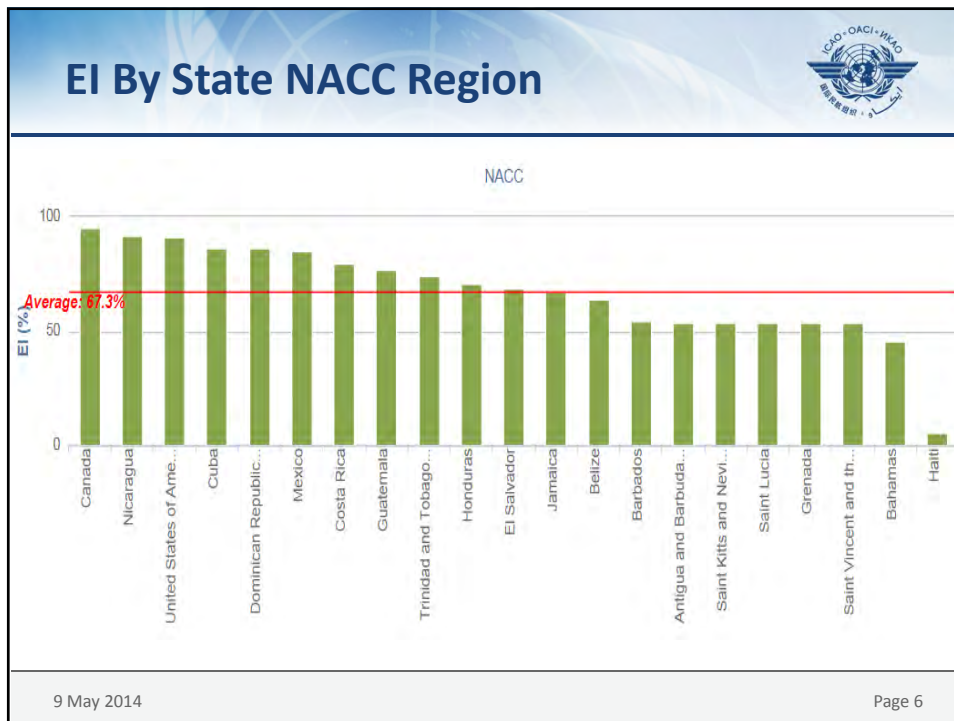
Global EI Average

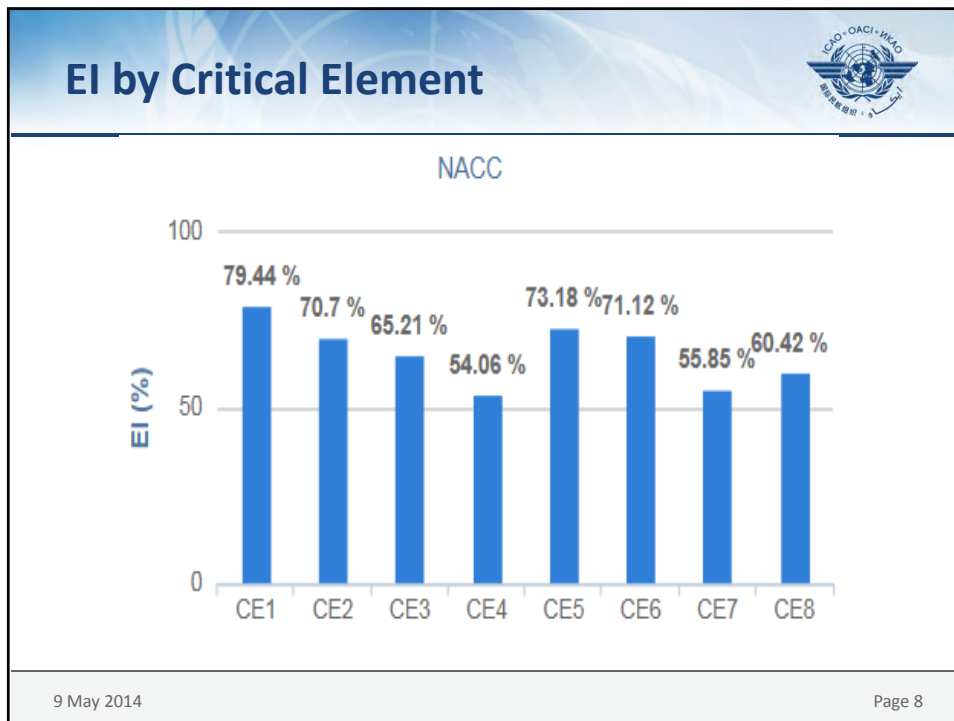
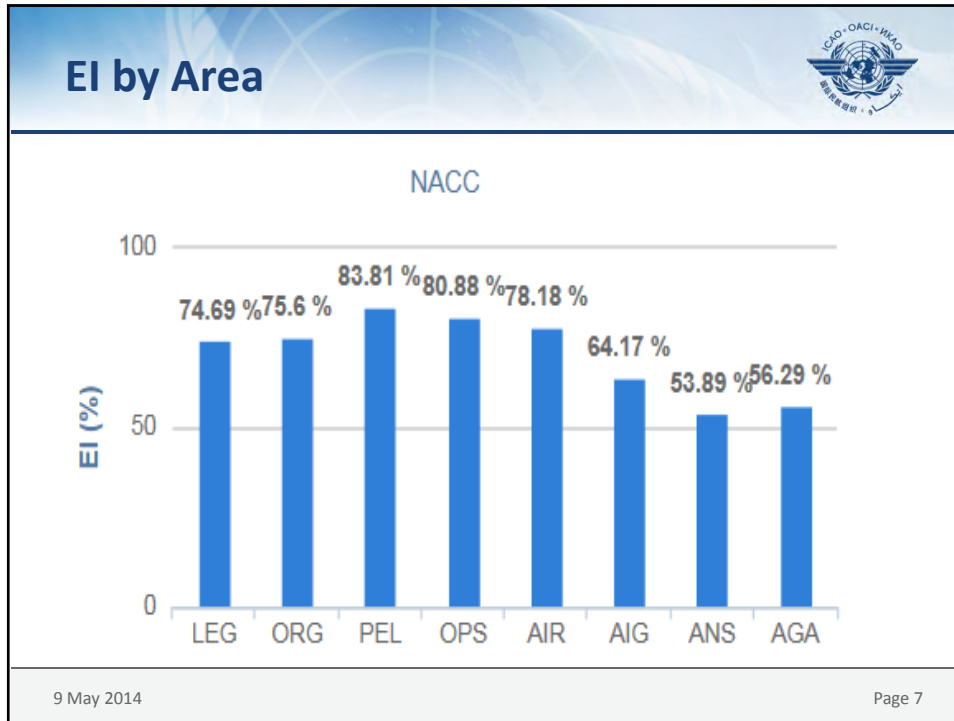
Focus on Safety Management Implementation

Focus on Safety Oversight Implementation

States

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PEL Top Findings NACC Region	
DESCRIPTION	EI %
Supervision and control of designated medical examiners (DME)	33.3
Promulgation of regulations for aviation personnel to demonstrate their ability to speak and understand the language used for radiotelephony communications?	52.4
minimum qualification requirements for examiners who prepare questions or assess examinations	57.1
evaluation of medical reports submitted by the designated medical examiners (DME)	57.1
Actions taken by the CAA in the event that a practical or flight examiner has not performed his/her duties in accordance with the prescribed procedures?	63.2
A system to ensure the qualification and competency of the instructors of domestic approved training organizations (TOs)	66.7
A system to develop, conduct and/or correct written and oral examinations for the issuance of licences and ratings	68.8
Does the State have a system to ensure that the original licence is in full compliance with Annex 1	75

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OPS Top Findings NACC Region	
DESCRIPTION	EI
Implement Surveillance Programme for Foreign Air Operators and State AOC Holders	47.6
Performing inspections of all entities, involved in the transport of dangerous goods by air to confirm compliance with Annex 18	50
Regulatory requirements for operators to comply with interception orders from other States	57.2
Development of procedures to approve the dangerous goods training programme of AOC holders; and grant authorization to transport dangerous goods by air	66.7
The State to ensure air operators have established and maintained a flight data analysis programme as part of its SMS	68.4
The process for the issuance of exemptions to air operators.	70
The State to ensure that the air operator has established a safety management system	71.4

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AIR Top Findings NACC	
DESCRIPTION	EI
Procedures for the validation of a certificate of airworthiness?	36.3
Procedures and approval of modifications and repairs	42.9
Regulations for all aircraft to comply with the noise certification standards in Annex 16, Volume I	42.9
Regulations for operations-derived equipment which are not part of the type certification of aircraft	42.9
Surveillance of Approved Maintenance Organizations (AMOs) and AIR operators	47.9
Availability of comprehensive procedures and checklists to airworthiness inspectors	47.6
Development of international standards for specialized maintenance activities such as welding and non-destructive testing (NDT)	52.4
industry guidelines for the proper usage of parts removed from an aircraft no longer in service	52.4
regulations and procedures for the approval of ETOPS	61.9
Review and approval of the maintenance procedures manual as part of the approval process for a maintenance organization	66.7
Evaluation of the airworthiness-related aspects for RVSM approval	66.7
Review and approval of the airworthiness-related elements of an MEL	66.7

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AIG Top Findings NACC	
DESCRIPTION	EI
Develop and implement procedures to send incident data reports to ICAO for investigations into incidents to aircraft of a maximum mass of over 5 700 kg?	14.3
Adequate legislation for the independence of the investigation process.	19
Avoiding possible conflict of interest when using experts seconded by the State's CAA or other organizations in the State as investigators.	28.6
Memoranda of Understanding (MoUs) or other agreements with other States or with regional organizations to obtain the necessary personnel in an expeditious manner in the event of an accident to assist in AIG activities	28.6
Analysis of the information contained in its accident/ incident reports and the database to determine any required preventive actions	33.3
Develop and implement procedures to send accident data reports involving aircraft of a maximum mass of over 2 250 kg to ICAO.	33.3
Establishment of a database to facilitate the effective analysis of information obtained, including information drawn from incident reporting systems.	38.1
establish and implement a process for investigating the various types of accidents and serious incidents	38.1
The development of an organizational structure for the investigation of aircraft accidents and serious incidents	38.1
legislation to ensure the non-disclosure of investigation records (other than CVR and CVR recordings) for purposes other than aircraft accident or incident investigation	47.6

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ANS Top Findings NACC	
DESCRIPTION	EI
Ensuring oversight over procedures specialists or service providers?	14.3
Ensuring that safety reviews are being regularly conducted by the service provider?	14.3
Ensuring that the SMS developed by the air traffic service (ATS) provider includes provisions for safety assessment to be carried out for any significant safety-related change to the ATS system	19
State establish an acceptable level of safety performance to be achieved in the provision of Air Traffic Services (ATS)	19
Ensuring that the entity providing the MET service has established a properly organized quality system	23
Ensuring oversight over the entity providing the cartographic service	23
Ensuring that the air traffic service (ATS) provider has developed and implemented a SMS	23
Has the State established a mechanism/system with time frame for elimination of deficiencies identified by SAR inspectorate staff?	28
Ensuring oversight over the entity operating CNS systems and facilities	28
Ensuring oversight over air traffic service (ATS)	33
Implementation of SMS for the air traffic service (ATS) provider	40

AGA Top Findings NACC	
DESCRIPTION	EI
establish and implement a mechanism to assess the outcomes of the conduct of risk assessments or aeronautical studies and issuance of exceptions.	14.3
Ensuring that aerodrome operators have a process for determining that a runway may be slippery when wet, including the minimum friction level for reporting and the type of friction measuring device used	14.3
establish and implement a mechanism to ensure that aerodrome operators maintain good friction characteristics and low rolling resistance on runways	19
Ensuring that aerodrome operators, as part of their SMS, monitor and analyse safety occurrences and trends and take appropriate action	20
CAA talking enforcement actions, if deficiencies found during surveillance activities are not rectified within a reasonable time by the aerodrome operator	28.6
Ensuring that the aerodrome operators provide training for fire fighting personnel, including live fire drills	28.6
A quality system in place to verify the accuracy of aerodrome data to ensure compliance with the regulations, and to ensure that the accuracy, for aeronautical data reported by the aerodrome operator are met throughout the data transfer process	28.6
Establish and implement a mechanism to ensure that all runway surroundings are safe for use by aircraft in the event of an aircraft overrunning or undershooting the runway	30
Ensuring that aerodrome operators implement the requirements that runway strips are free of objects unless they are needed for air navigation purposes and meet frangibility requirements	33.4
Establishment of a surveillance programme for the continuing supervision of the aerodrome operators.	38

NACC Monitoring Activities 2013-2014				
YEAR	ICVM	CSA Audit	Off Site Validations	CAP Updates
2013	8	1	-	2
2014	1	-	1	3

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What is Expected?
<ul style="list-style-type: none">• States to update their corrective action plans if not already done.• The majority of States in the Region to perform a self assessment on all Protocol Questions, particularly the new questions related to recent Annex amendments and now Annex 19 related to safety management provisions and the establishment of an SSP.

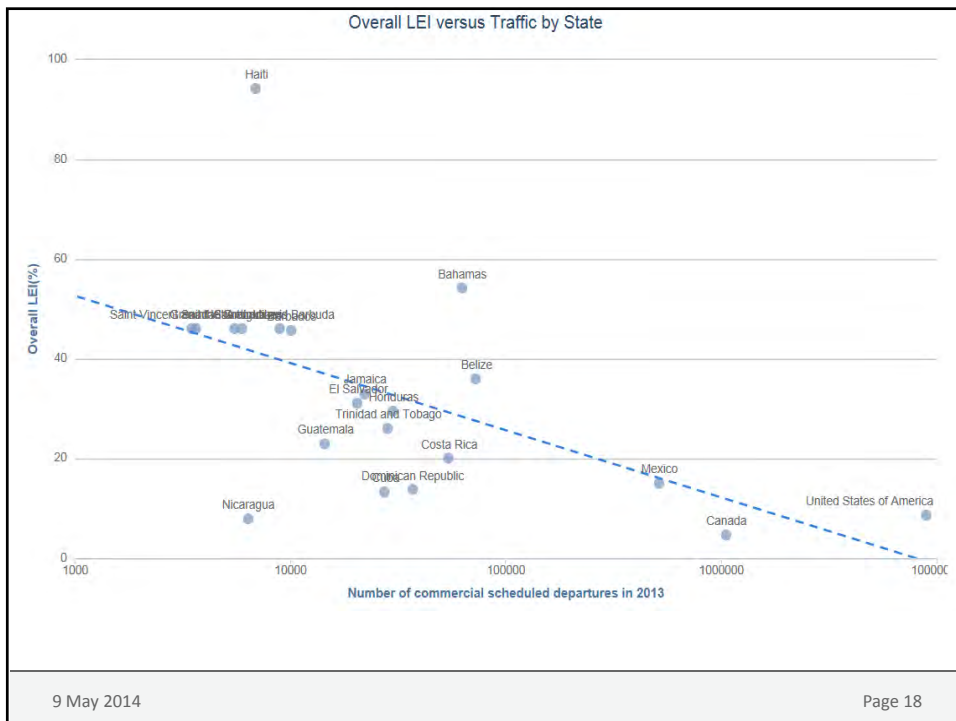
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 **INTERNATIONAL CIVIL AVIATION ORGANIZATION**
A United Nations Specialized Agency

Regional Analysis USOAP-CMA Results NACC

Thank you

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International Civil Aviation Organization
Organización de Aviación Civil Internacional



**Regional Aviation Safety Group — Pan America/
Grupo Regional de Seguridad Operacional de la Aviación — Pan América (RASG-PA)**

**RASG-PA FOCAL POINT REGISTRATION FORM/
FORMULARIO DE REGISTRO DE PUNTOS FOCALES DE RASG-PA**

1.	NAME/NOMBRE	
2.	POSITION/PUESTO	
3.	ORGANIZATION/ ORGANIZACIÓN	
4.	STATE/ESTADO	
5.	TELEPHONE/ TELÉFONO	
6.	E-MAIL/ CORREO ELECTRÓNICO	

**RASG-PA TEAMS FOCAL POINT REGISTRATION FORM/
FORMULARIO DE REGISTRO DE PUNTOS FOCALES DE LOS EQUIPOS DE RASG-PA**

Pan America — Regional Aviation Safety Team Meeting/ Pan-América - Equipo Regional de Seguridad Operacional de la Aviación (PA-RAST)					
Name/ Nombre		Position/ Puesto		E-mail/ Correo Electrónico	
Annual Safety Report Team/Equipo a cargo del Informe Anual sobre Seguridad Operacional (ASRT)					
Name/ Nombre		Position/ Puesto		E-mail/ Correo Electrónico	
Aviation Safety Training Team/ Equipo de Instrucción de Seguridad Operacional de la Aviación (ASTT)					
Name/ Nombre		Position/ Puesto		E-mail/ Correo Electrónico	

Please send this form to: / Por favor envíe este formulario a:
E-mail: icaonacc@icao.int or/o info@rasg-pa.org

**IMPLEMENTATION PROGRESS OF THE NAM/CAR RPBANIP AND ACHIEVEMENTS
OBTAINED BY TASK FORCE IMPLEMENTATION**

- Reviewed RPBANIP with metrics and targets in accordance with the ICAO ASBU methodology for approval by the North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5), considering the *Port-of-Spain Declaration* developed by the First Safety and Air Navigation Directors of the CAR Region Meeting (CAR/DCA/OPSAN/1) Meeting
- Fostered alignment of national implementation plans in accordance with the RPBANIP; several States presented progress with their national plans
- Support for the WRC-2015 ICAO position for including C-band protection and support for the reception of satellite-based Automatic Dependent Surveillance Broadcast (ADS-B)
- Conducted follow-up on harmonized implementation of air navigation matters for the NAM/CAR Regions; review progress of the regional implementation groups (ANI/WG, E/CAR/CATG, MEVA Technical Management Group (MEVA TMG), Eastern Caribbean Network Technical Group (E/CAR/NTG), MET and AGA projects); and approve the corresponding action plans; reviewed GREPECAS/16 and NACC/DCA/4 conclusions
- Reviewed and updated the regional implementation plans (Performance Based-Navigation (PBN); air traffic services Inter-facility Data Communication (AIDC); Aeronautical Message Handling System (AMHS); Controller-Pilot Data Link Communication (CPDLC); Aeronautical Information Management (AIM) Quality Management System (QMS); aerodrome certification, etc.
- Developed agreements for air navigation metrics data collection for the Regional Dashboards and Global Air Navigation Plan, including actions for reporting fuel savings and CO₂ gas emission reduction
- Updated and followed-up on the status of filed Flight Plan (FPL) converters in the CAR Region and AMS communication improvement activities
- CPDLC functionalities implementation supported by the ANI/WG Global Operational Data Link Document (GOLD) Task Force
- Agreed on actions to reduce Air Traffic Services (ATS) incidents and Large Height Deviation (LHD) occurrences and Air Traffic Flow Management (ATFM) requirements in Aeronautical Information Publications (AIPs) and Doc 7030 - *Regional Supplementary Procedures* publications
- Adopted specific directives to streamline air navigation implementation in the NAM/CAR Regions:
 - AIXM 5.1 information exchange model
 - Dec. 2018 target date for ADS-B Out implementation
 - NAM ICD as the preferred Interface Control Document in the NAM/CAR Regions
 - New revision of the CAR IPv4 addressing scheme
 - Use of the GOLD Document, version 2, for data link applications
- Continued mitigation and resolution activity implementation for missing and duplicate Flight Plans including the creation of a Flight Plan Monitoring Group under the AIDC Task Force
- Followed-up on the results of the First NAM/CAR Civil Aviation Training Centres Meeting (NAM/CAR/CATC/1) and establishment of the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG)



Port-of-Spain Declaration

1. The Fifth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/5), held in Port-of-Spain, Trinidad and Tobago, from 28 to 30 April 2014, convened by the ICAO North American, Central American and Caribbean Regional Office, and with the participation of high-level officials representing **22** States and **9** international organizations/industry:
2. Considering that, in accordance with Article 37 of the International Civil Aviation Convention, each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in that such uniformity will facilitate and improve air navigation;
3. Noting the objectives to be achieved through the Global Aviation Safety Plan and Global Air Navigation Plan, recently approved by the ICAO 38th Session of the Assembly;
4. Taking into account the paramount role that civil aviation performs in socio-economic and trade development for regional integration;
5. Aware that air transport growth will continue in the region, and that all-encompassing worldwide events will be developed in upcoming years requiring additional efforts to further improve aviation safety, efficiency and security indicators;
6. Aware that air transport growth poses additional challenges for both airports and air navigation infrastructure;
7. Aware that management of regional processes for implementation of air navigation, safety and security operational improvements require the establishment of clear indicators and goals;
8. Recognizing that the NAM/CAR Regions have successfully implemented regional technical cooperation mechanisms adopting a joint approach to problem resolution of common interest;



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9. Aware that harmonization of regional standards and procedures will facilitate a collaborative environment among States, guaranteeing improved levels of aviation safety in the Regions and the achievement of joint goals;
10. Aware that regional air navigation operational improvements produce efficiency and safety, and that delays from one State can negatively affect surrounding States;
11. Aware that safety objectives achieved to-date require specific actions for sustainment; and
12. Considering the conclusion agreed upon during the First CAR Region Safety and Air Navigation Directors Meeting (CAR/DCA/OPSAN/1) held at the ICAO NACC Regional Office in Mexico City, Mexico, from 18 to 19 February 2014.

The Fifth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/5) DECLARES its commitment to achieving the following goals:

Regional Safety Targets

1. Safety Oversight
 - 80% Effective Implementation (EI) regional average by December 2016
 - No State in the Region to have EI of ICAO USOAP Critical Element 3 (CAA Staff) and Critical Element 4 (Inspector Competency) below 70% by December 2016
2. Accidents
 - Using 2010 as the baseline, reduce fatality risk for accidents in the CAR Region for Part 121 or like commercial air transport operations by 50% by the year 2020



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3. Runway Excursions
 - Reduce runway excursions by 20% relative to the 2007-2012 regional average by December 2016
4. Aerodrome Certification
 - 48% of international aerodromes in the CAR Region to be certified by December 2016
5. State Safety Programme (SSP)/ Safety Management System (SMS) Implementation
 - 60% of States to have SSP - Phase 1 implemented, service provider SMS safety performance indicators accepted, and an initial Acceptable Level of Safety Performance (ALoSP) established by December 2016
 - 60% of service providers to have Phase 1 of their SMS implemented with a minimum of Reactive Phase functional risk management procedures by December 2016

Regional Air Navigation Targets

1. Approach - Performance-Based Navigation (PBN)
 - 80% of instrument approach runways to have Approach Procedures with Vertical Guidance (APV) with Barometric Vertical Navigation (Baro VNAV) implemented by service providers and users by December 2016





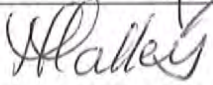
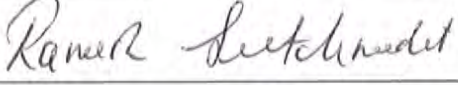


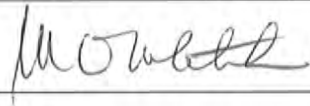



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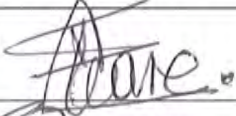
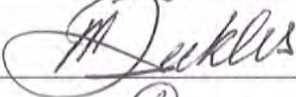


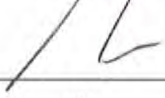
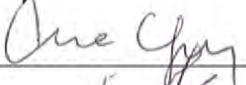
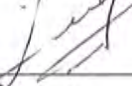
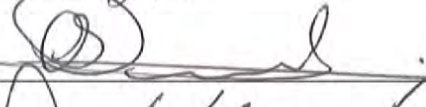
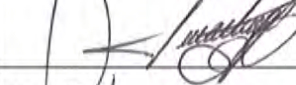

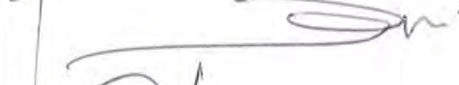
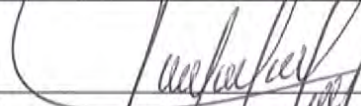
2. Air Traffic Flow Management (ATFM)
 - 100% of Flight Information Regions (FIRs) within which all Area Control Centres (ACCs) to have ATFM measures available by December 2018
3. Aeronautical Information Management Transition (AIM)
 - 100% of Aeronautical Information Services (AIS) to implement AIM Roadmap - Phase I required elements by December 2016
4. Ground-Ground Digital Coordination/Transfer
 - 50% of FIRs within which all applicable ACCs to have implemented at least one interface to use Air Traffic Services Inter-Facility Data Communication (AIDC)/On-Line Data Interchange (OLDI) with neighbouring ACCs by December 2016
5. Environmental Benefit
 - Reduce regional CO₂ emissions by 40,000 tons per year through PBN implementation by December 2016

Signed in Port-of-Spain, Trinidad and Tobago, on 29 April 2014.



State / Estado	Signature / Firma
Honduras	
Jamaica	
Mexico / México	
Nicaragua	
Sint Maarten	
Trinidad and Tobago / Trinidad y Tabago	
Turks and Caicos Islands / Islas Turcas y Caicos	
United Kingdom / Reino Unido <i>for Anguilla; British Virgin Islands / Islas Virgenes Británicas, Cayman Islands / Islas Caimanes and / y Montserrat</i>	
United States / Estados Unidos	
ECCAA <i>for Antigua and Barbuda / Antigua y Barbuda, Granada, Saint Kitts and Nevis / San Kitts y Nevis, Saint Lucia/Santa Lucía and / y Saint Vincent and the Grenadines / San Vicente y las Granadinas</i>	



State / Estado	Signature / Firma
Bahamas	
Barbados	
Belize / Belice	
Bermuda	
Canada / Canadá	
Costa Rica	
Cuba	
Curaçao / Curazao	
Dominican Republic / República Dominicana	
El Salvador	
France / Francia <i>for French Antilles / Antillas Francesas, Guadeloupe/Guadalupe, Martinique / Martinica, Saint Barthélemy / San Bartolomé and / y Saint Martin / San Martín</i>	
Guatemala	
Haiti / Haití	