



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

INFORMATION PAPER

ANI/WG/2 — IP/03
25/05/15

Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2)
Puntarenas, Costa Rica, 1 to 4 June 2015

Agenda Item 2: Review and Follow-up to Relevant and Valid Conclusions/Decisions of ANI/WG/1 and Conclusions from the E/CAR/CATG, NACC/WG/4, NACC/DCA/5, GREPECAS/17 and other DCA WG Meetings

RELEVANT VALID CONCLUSIONS/DECISIONS FROM THE NACC/DCA/5, GREPECAS/17 MEETINGS AND OTHER DCAs MEETINGS

(Presented by the Secretariat)

EXECUTIVE SUMMARY

This paper presents a list of the Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5) valid Conclusions and related with the air navigation implementation works, particularly, to the ANI/WG (**Appendix A**). Similarly, a list for the Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17) conclusions is presented (**Appendix B**), and the list of relevant conclusions of others Directors Meetings (**Appendix C**).

The status and follow-up comments for each conclusion/decision is the result of a review completed by the Secretariat based on information available at the time of preparing this paper. The status for each conclusion/decision is designated as valid, completed or superseded.

<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Environmental Protection
<i>References:</i>	<ul style="list-style-type: none">• Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5), Port-of-Spain, Trinidad and Tobago, 28 to 30 April 2014• Seventeenth Meeting of the CAR/SAM Regional Planning and Implementation Group (GREPECAS/17), Cochabamba, Bolivia (Plurinational State of), 21 to 25 July 2014• Fourteenth Directors of Civil Aviation of the Central Caribbean Meeting (C/CAR/DCA/14), Kingston, Jamaica, 11 to 13 May 2015• 98th Meeting of Directors of Civil Aviation of Central America and Panama (DGAC/CAP/98), Mexico City, Mexico, from 2 to 4 March 2015.

GREPECAS/14 CONCLUSIONS/DECISIONS

GREPECAS 17 Conclusions/Decisions	Title of Conclusion/ Decision	Text of Conclusion/Decision	Action by the ANI/WG
GREPECAS Conclusion 17/1	Regional and global air navigation reporting	<p>That States:</p> <p>a) support the plan to produce an online Regional Performance Dashboard in March 2014 and the annual Global Air Navigation Report to be published in April 2014;</p> <p>b) provide the required information to the ICAO Regional Offices to demonstrate operational improvements by February 2014 and periodically thereafter; and</p> <p>c) establish, if not yet done so, a performance measurement strategy that comprises data compilation, processing, storage and reporting for the regional performance metrics identified for air navigation systems.</p>	Note has been taken and will be discussed in the ANI/WG/2 Meeting
GREPECAS Conclusion 17/2	Follow-up on AN-Conf/12 recommendations by States and international organisations	<p>That States and international organisations, on the basis of the analysis to Appendix A* to this part of the report, take follow-up action as appropriate on the applicable recommendations of AN-Conf/12.</p> <ul style="list-style-type: none"> • Appendix A to Agenda Item 2 of PPRC/2 	This follow-up has been completed by the ANI/WG
Decision 17/3	Regional priorities and targets for air navigation	<p>That GREPECAS:</p> <p>a) establish, as per Recommendations 6/1 and 6/12 of the Twelfth Air Navigation Conference (AN-Conf/12), regional priorities and targets for air navigation, consistent with the Global Air Navigation Plan (GANP) and Aviation System Block Upgrades (ASBU), by March 2014, if possible, and by May 2014 at the latest; and</p> <p>b) as per GREPECAS Decision 16/3, the regional priorities and targets for air navigation will be coordinated with RASG-PA to ensure consistency of action and avoid overlap.</p>	Note has been taken by the ANI/WG and will progress in its development with the progress measurement

GREPECAS 17 Conclusions/Decisions	Title of Conclusion/ Decision	Text of Conclusion/Decision	Action by the ANI/WG
Decision 17/4	Revised Terms of Reference and Work Programme of the Programmes and Projects Review Committee (PPRC)	That the proposed revised terms of reference and work programme of the PPRC shown in Appendix A to this part of the report are approved.	Note is taken
Decision 17/ 5	GREPECAS Annual Report	That GREPECAS submit an annual report to the ICAO Air Navigation Bureau (ANB) consisting of the GREPECAS meeting report in years when a GREPECAS meeting is held and a PPRC meeting report in other years, which includes a Table of Conclusions and Decisions in the format presented in Appendix B.	Note is taken

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA5	C	1	FS	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.	On 23 December 2014 a State letter was sent to States requesting to send the focal points for the following areas: Flight Safety Director Person in charge of SSP/SMS and RASG-PA focal point	Aruba, Bahamas, Bonaire, Cayman Islands, Haiti and Turks and Caicos	30-Jun-14	PoC	Valid
NACCDCA5	C	2	GEN	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.		NACC Directors of Civil Aviation		NACC/WG Approved conclusions and terms of reference.	Completed
NACCDCA5	C	3	GEN	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.		NACC Directors of Civil Aviation		Approved RPBANIP	Completed

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA5	C	4	GEN	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:	C/CAR States submit their national plans by ANI/WG/2 Meeting to be discussed under Agenda Item 4.2.				Valid
NACCDCA5	C	4			a) review and update their national Air Navigation Implementation Plans in accordance with their national needs and the RPBANIP regional framework;		States/Territories of the NAM/CAR Regions		Reviewed and updated ir national Air Navigation Implementation Plans	Valid
NACCDCA5	C	4			b) submit national plans to the ICAO NACC Office by December 2014		States/Territories of the NAM/CAR Regions	31-Dec-14	National plans sent to ICAO	Valid
NACCDCA5	C	5	GEN	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.	Bahamas, Dominican Republic, Haiti and United States are expected to provide update.	Bahamas, Costa Rica, Dominican Republic, Grenada, Haiti, Honduras, Nicaragua, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, and United States		Ratified protocol	Valid

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA5	C	6	GEN	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.		North American, Central American and Caribbean Directors of Civil Aviation		Port-of-Spain Declaration signed	Completed

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA5	C	7	GEN	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:					Valid
NACCDCA5	C	7			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;	A permanent work from the States to protect their AVSEC systems.	NAM/CAR States		Improved aviation security oversight systems	Valid
NACCDCA5	C	7			b) continue to support the ICAO audit programme (USAP-CMA) by seconding security experts to participate in USAP-CMA activities;	A permanent work from the States to protect their AVSEC systems.	NAM/CAR States		Participation at USAP-CMA activities	Valid
NACCDCA5	C	7			c) sign the new USAP-CMA Memorandum of Understanding (MoU) when so requested;	A permanent work from the States to protect their AVSEC systems.	NAM/CAR States		Signed USAP-CMA Memorandum of Understanding (MoU)	Valid
NACCDCA5	C	7			d) submit updates on their corrective action plan(s) implementation status.	It will be important that the States send to ICAO the implementation progress of their corrective action plans.	NAM/CAR States		Updates on corrective action plan(s) implementation	Valid

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA5	C	8	AVSEC	FUTURE ACTIONS ON AVIATION SECURITY (AVSEC) AND FACILITATION (FAL) IN THE NAM/CAR REGIONS	That the NAM/CAR States					Valid
NACCDCA5	C	8			a) support the participation of their AVSEC/FAL personnel at ICAO AVSEC and FAL training activities;	Only some States fulfill this commitment.	NAM/CAR States		Well attended AVSEC and FAL training activities	Valid
NACCDCA5	C	8			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;	Although some States have already approved a NCASP, not all of them have it updated considering the latest Amendments to Annex 17 and fully implemented. Activation of safety committees remains of importance to all States.	NAM/CAR States		Considered targets	Valid

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA5	C	8			<p>c) consider the following regional air transport FAL targets within their State:</p> <p>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;</p> <p>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</p> <p>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.</p>	Those States that have not yet done so should develop, adopt and implement their NATFP and activate their national facilitation committees.	NAM/CAR States		Considered targets	Valid

STATUS AND FOLLOW-UP OF OUTSTANDING CONCLUSIONS (C) OF THE NACC/DCA MEETING

Meeting	C/D	No.	Area	Title of Conclusion / Decision	Text of Conclusion / Decision	Follow-up and Remarks	Responsibility	Target Completion Date	Deliverable	Status (Valid, Completed, Superseded)
NACCDCA5	C	9	TC	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:					Completed
NACCDCA5	C	9			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;				NAM/CAR/CATC/WG established	Completed
NACCDCA5	C	9			b) the development of a survey to determine the regional training needs for 2015-2016 is approved.				Survey	Completed
NACCDCA5	C	10	GEN	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.				Establishment of the NAM/CAR/DOG	Completed

APPENDIX C
C/CAR/DCA/14 CONCLUSIONS

CONCLUSION
C/CAR/DCA/14/1

RASG-PA ENGAGEMENT

That, due to the decreasing attendance of the States at RASG-PA different team meetings/activities during the last years:

- a) C/CAR States actively collaborate in the different RASG-PA teams through the participation of their experts, so as to enrich data incorporation and analysis, for safety improvement purposes;
- b) stakeholders and especially airlines continue and broaden data exchange, so as to develop the intelligence to determine trends and be able to go from a reactive to a predictive incidents and accidents model in the mid-term;
- c) Regional Safety Oversight Organizations (RSOOs), such as the Central American Intergovernmental Corporation/Central American Agency for Aviation Safety (COCESNA/ACSA), Caribbean Aviation Security and Safety Oversight System (CASSOS) and the Action Programme for Safety (PASO) group strengthen their participation in RASG-PA, so as to reach effective implementation of regional solutions, applying economy of scale concepts that favour States and stakeholders; and
- d) C/CAR States and stakeholders participate in the Sixth Pan American Aviation Safety Summit and Eighth Regional Aviation Safety Group — Pan America Annual Plenary Meeting to be held in Medellin, Colombia, from 23 to 25 June 2015.

CONCLUSION
C/CAR/DCA/14/2

**IMPROVEMENTS ON REGIONAL SAFETY OVERSIGHT IN
ACCORDANCE WITH ICAO ANNEX 19**

That:

- a) C/CAR States in coordination with ICAO NACC Regional Office establish the training needs of the staff involved in safety oversight;
- b) C/CAR States in coordination with ICAO NACC Regional Office identify the administration training centres with capability to provide suitable training on safety oversight in accordance with Annex 19 requirements;

- c) C/CAR States in coordination with ICAO NACC Regional Office share training plans and programmes with other States in order to increase the regional safety oversight capability;
- d) C/CAR States in coordination with ICAO NACC Regional Office present to the C/CAR/DCA/15 a report on the progress achieved to improve the safety oversight capability;. and
- e) the ICAO NACC Regional Office, in coordination with the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG), circulate the Aviation Training Needs Questionnaire for the NAM/CAR Regions **by 31 June 2015** and the C/CAR States submit it by **31 August 2015** so that its results be presented to the C/CAR/DCA/15 meeting.

CONCLUSION
C/CAR/DCA/14/3

**“NO COUNTRY LEFT BEHIND (NCLB)” IMPLEMENTATION
STRATEGY TAILORED FOR EACH STATE**

That, C/CAR States, in close coordination with ICAO NACC Regional Office, work into the implementation of the new NCLB strategy based on the Port-of-Spain Declaration targets and the Effective Implementation (E.I.) status of their Universal Safety Oversight Audit Programme Continuous Monitoring Approach (USOAP-CMA) Corrective Action Plan (CAP), according to the following:

- a) the C/CAR States notify the ICAO NACC Regional Office of the progress achieved in the E.I. status of their USOAP-CMA CAP and the Port-of-Spain Declaration targets implementation status by **15 June 2015**;
- b) the ICAO NACC Regional Office notifies the States (prioritizing States with E.I. under 70%), the USOAP-CMA Findings and Recommendations (F&R) status, together with a Port-of-Spain Declaration-based target implementation tailored NCLB strategy by **15 October 2015**;
- c) Air Navigation Implementation Working Groups (i.e. ANI/WG) and the Regional Aviation Safety Group–Pan America (RASG-PA) collaborate with the States (first prioritizing States with E.I. under 70%) and with NACC Regional Office on the E.I. of their USOAP-CMA Audit CAP and Port-of-Spain Declaration targets accordingly, and present their implementation proposals by **1 December 2015**; and
- d) C/CAR States and the ICAO NACC Regional Office present to the C/CAR/DCA/15 Meeting a report on the progress reached in the implementation of Port-of-Spain Declaration targets.

**CONCLUSIÓN
C/CAR/DCA/14/4**

**DEVELOPMENT AND FILLING OF THE CAR/SAM REGIONS
e-ANP**

That, in order to streamline the development and filling process of the CAR/SAM Regions e-ANP:

- a) C/CAR e-ANP PoCs coordinate with the ICAO NACC Regional Office the updates and national requirements to be included in the CAR/SAM Regions e-ANP; and
- b) C/CAR States coordinate with ICAO the approvals or Proposals for Amendments (PFAs) that will be sent by ICAO according to the CAR/SAM Regions e-ANP action plan.

**CONCLUSION
C/CAR/DCA/14/5**

**ACTIONS TO MITIGATE/RESOLVE THE FILED FLIGHT
PLAN (FPL) ISSUES**

That, in order to mitigate/resolve the FPL issues and ensure an active participation, the C/CAR States:

- a) promote the suggested actions by ICAO to minimize errors in the flight plans in accordance with the deadlines requested by the FPL/AD/MON; and
- b) facilitate the designated PoCs participation in the FPL/AD/MON activities.

**CONCLUSION
C/CAR/DCA/14/6**

AIR NAVIGATION PERFORMANCE REPORTING AND MONITORING

That, in order to streamline the air navigation performance reporting and monitoring activities, the ANI/WG:

- a) present the operational benefits based on performance achievements in the CAR States resulting from the ANI/WG activities;
- b) in coordination with the ICAO NACC Regional Office, develop a methodology to present the progress on the different air navigation targets to facilitate the follow-up;
- c) update their Terms of reference to include the actions a) and b); and
- d) present the results of items a) to c) at the C/CAR/DCA/15 Meeting.

**CONCLUSION
C/CAR/DCA/14/7****PBN AIRSPACE REDESIGN PROJECT FOR THE CAR REGION**

That, C/CAR States, in coordination with the ICAO NACC Regional Office, develop a PBN Airspace Redesign Project to be implemented from 2015-2017 in accordance with ICAO provisions, including:

- a) designation of PoC for PBN implementation;
- b) complete a PBN implementation survey included in **Appendix D** to this report by **30 July 2015**;
- c) operational improvements implementation to the RNAV route network in the upper and lower airspace;
- d) Continuous Descent Operations (CDO) and Continuous Climb Operations (CCO) implementation in Standard Instrument Departures (SIDs) and Standard Instrument Arrivals (STARs) of the Terminal Control Area (TMA), accordingly;
- e) RNP approach procedures implementation in all instrument flight runways **by 31 December 2016**, in compliance with ICAO Assembly Resolution A37- 11;
- f) notify the ICAO NACC Regional Office **by 30 October 2015** progress accomplished and new identified needs in accordance with above-mentioned items a), b) and c) for the implementation of a harmonized PBN airspace; and
- g) present to the C/CAR/DCA/15 meeting a report of the progress achieved on the PBN Airspace Redesign Project implementation.

**CONCLUSION
C/CAR/DCA/14/8****REMOTE PILOTED AIRCRAFT SYSTEM (RPAs) OPERATIONS
REGULATORY FRAMEWORK**

That:

- a) C/CAR States, in coordination with ACSA/COCESNA and CASSOS, establish a regulatory and operational framework in the ATS airspace and international aerodromes under their jurisdiction in order to:
 - i. facilitate the implementation of safety risk management tools related to Remote Piloted Aircraft System (RPAs) operation;

- ii. utilize the existing mechanisms for the purpose of sharing critical information related to RPAs operations and airspace use restrictions;
 - iii. facilitate educational means by media and other tools for users regarding RPAs operations;
 - iv. conduct risk assessment of non-regulated use of RPAs in the vicinity of aerodromes;
 - v. support coordination between Civil/Military authorities to ensure the safety of civil aircraft operations as outlined in ICAO Cir 330 — *Civil/Military Cooperation in Air Traffic Management*; and
 - vi. request assistance to ICAO NACC Regional Office regarding regulatory framework as outlined in ICAO Cir 328 — *Unmanned Aircraft Systems (UAS)*.
- b) the ICAO NACC Regional Office coordinate the organization of a CAR/SAM forum on RPA by **31 July 2015**; and
 - c) the ICAO NACC Regional Office report on the progress of regulatory development and implementation of RPAs to the C/CAR/DCA/15 meeting.

**CONCLUSION
C/CAR/DCA/14/9**

ICAO STATE LETTERS

That:

- a) ICAO NACC Regional Office send every six months to the Caribe Central States the list of ICAO State Letters;
- b) the Central Caribbean States designate a Point of Contact responsible for conducting a follow up on the responses to ICAO State Letters status by **15 August 2015**; and
- c) the Central Caribbean States always send a copy to the ICAO NACC Regional Office (icaonacc@icao.int) of their replies to ICAO Headquarters

ESTADO Y SEGUIMIENTO DE LAS CONCLUSIONES (C) VIGENTES DE LA DGAC/CAP

Reunión	C/D	Núm	Área	Título de la Conclusión / Decisión	Texto de la Conclusión / Decisión	Seguimiento y comentarios	Responsable de la acción	Fecha de terminación	Entregable	Estado (Valida, Finalizada, Invalidada)
DGACCAP98	C	1	GEN	DESARROLLO Y LLENADO DEL E-ANP CAR/SAM	Que, con el fin de agilizar el proceso de desarrollo y llenado del e-ANP CAR/SAM:					
DGACCAP98	C	1			a) los PoC del e-ANP para Centroamérica coordinen con la Oficina Regional NACC las actualizaciones y requerimientos nacionales para incluirse en el e-ANP CAR/SAM; y		PoC del e-ANP para Centroamérica			
DGACCAP98	C	1			b) los Estados de Centroamérica coordinen con la OACI las aprobaciones o cambios de las enmiendas (PfA) que se enviarán por parte de la OACI según el plan de acción para el e-ANP CAR/SAM.		Estados de Centroamérica			
DGACCAP98	C	2	GEN	ACCIONES PARA LA MITIGACIÓN/SOLUCIÓN DE LOS PROBLEMAS PLAN DE VUELO PRESENTADO (FPL)	Que, con el objetivo de mitigar/solucionar los problemas FPL y asegurar una activa participación de los Estados de Centroamérica y COCESNA:					
DGACCAP98	C	2			a) impulsen las acciones sugeridas por OACI para minimizar los errores en los planes de vuelo a más tardar según los tiempos pedidos por el Grupo Ad hoc de FPL; y		los Estados de Centroamérica y COCESNA			
DGACCAP98	C	2			b) faciliten la participación de los PoC designados para esta problemática dentro de las actividades del Grupo Ad hoc de FPL.		los Estados de Centroamérica y COCESNA			

ESTADO Y SEGUIMIENTO DE LAS CONCLUSIONES (C) VIGENTES DE LA DGAC/CAP

ANI/WG/2 - IP/NI-03
APPENDICE/APÉNDICE C

Reunión	C/D	Núm	Área	Título de la Conclusión / Decisión	Texto de la Conclusión / Decisión	Seguimiento y comentarios	Responsable de la acción	Fecha de terminación	Entregable	Estado (Valida, Finalizada, Invalidada)
DGACCAP98	C	3	GEN	MECÁNICA DE IMPLEMENTACIÓN DE LA NAVEGACIÓN AÉREA EN CENTROAMÉRICA	Que, para optimizar la coordinación y la efectiva implementación de la navegación aérea entre los Estados de Centroamérica y COCESNA para el logro de los beneficios que se buscan con las Mejoras por Bloques del Sistema de Aviación (ASBU) y las prioridades regionales del RPBANIP y prioridades nacionales, COCESNA, en coordinación con la OACI:					
DGACCAP98	C	3			a) proponga una óptima mecánica de implementación de la navegación aérea, considerando la participación de expertos de Centroamérica coordinado por COCESNA, asistido por la OACI y bajo el seguimiento del Comité Técnico de COCESNA;		COCESNA			
DGACCAP98	C	3			b) incluya la tarea de asistir a los Estados de Centroamérica en el desarrollo de los planes nacionales de implementación de la navegación aérea;		COCESNA			
DGACCAP98	C	3			c) establezca las medidas necesarias para que tanto COCESNA como los expertos de Centroamérica tengan una participación más activa de seguimiento y reporte al ANI/WG y a los Grupos Regionales de implementación; y		COCESNA			
DGACCAP98	C	3			d) presente las acciones de la a) a la c) para la aprobación de los Estados de Centroamérica a más tardar el 30 de abril 2015.		COCESNA	30-Apr-15		

ESTADO Y SEGUIMIENTO DE LAS CONCLUSIONES (C) VIGENTES DE LA DGAC/CAP

ANI/WG/2 - IP/NI-03
APPENDICE/APÉNDICE C

Reunión	C/D	Núm	Área	Título de la Conclusión / Decisión	Texto de la Conclusión / Decisión	Seguimiento y comentarios	Responsable de la acción	Fecha de terminación	Entregable	Estado (Valida, Finalizada, Invalidada)
DGACCAP98	C	4	ATM	PROYECTO DE REDISEÑO DE ESPACIO AÉREO PBN EN LA FIR CENTRAL AMERICAN	Que COCESNA, en coordinación con los Estados Centroamericanos y la Oficina Regional NACC de la OACI, lleve a cabo en el segundo trimestre del 2015 un Taller para desarrollar un Proyecto de Rediseño de Espacio Aéreo PBN en la FIR Central American a ser implantado en el periodo 2015-2017 de acuerdo al Doc 9992 de la OACI, que incluya:					
DGACCAP98	C	4			a) implementación de mejoras operacionales a la red de rutas RNAV en el espacio aéreo superior e inferior;		COCESNA	30-Jun-15		
DGACCAP98	C	4			b) implementación de Operaciones de descenso continuo (CDO) y Operaciones de ascenso continuo (CCO) en las Salidas normalizadas por instrumentos (SID) y Llegadas normalizadas por instrumentos (STARS) de las Áreas terminales (TMA), según corresponda;		COCESNA	30-Jun-15		
DGACCAP98	C	4			c) implementación de procedimientos de aproximación RNP en todas las pistas de vuelo por instrumentos a más tardar el 31 de diciembre de 2016, en cumplimiento a la Resolución A37-11 de la Asamblea de la OACI;		COCESNA	31-Dec-16		

ESTADO Y SEGUIMIENTO DE LAS CONCLUSIONES (C) VIGENTES DE LA DGAC/CAP

Reunión	C/D	Núm	Área	Título de la Conclusión / Decisión	Texto de la Conclusión / Decisión	Seguimiento y comentarios	Responsable de la acción	Fecha de terminación	Entregable	Estado (Valida, Finalizada, Invalidada)
DGACCAP98	C	4			d) informar a la Oficina Regional NACC de la OACI antes del 30 de mayo de 2015 sobre los avances logrados y nuevas necesidades identificadas según lo señalado en los incisos a), b) y c) anteriores para la implantación armonizada de un espacio aéreo PBN; y		COCESNA	30-May-15		
DGACCAP98	C	4			e) presentar a la DGAC/CAP/99 un informe del progreso alcanzado de la implementación del Proyecto de Rediseño de Espacio Aéreo PBN en la FIR Central American.		COCESNA			

ESTADO Y SEGUIMIENTO DE LAS CONCLUSIONES (C) VIGENTES DE LA DGAC/CAP

Reunión	C/D	Núm	Área	Título de la Conclusión / Decisión	Texto de la Conclusión / Decisión	Seguimiento y comentarios	Responsable de la acción	Fecha de terminación	Entregable	Estado (Valida, Finalizada, Invalidada)
DGACCAP98	C	5	ATM	SISTEMAS DE AERONAVES PILOTADAS A DISTANCIA (RPA)	Que:					
DGACCAP98	C	5			a) los Estados de Centroamérica desarrollen regulaciones nacionales sobre la operación y uso de los UAS (Aeronaves pilotadas a distancia - RPA) considerando datos de la industria y sus tecnologías para la elaboración de esas normas que permitan la mitigación de riesgos;		Estados de Centroamérica			
DGACCAP98	C	5			b) los Estados de Centroamérica consideren los riesgos potenciales a la seguridad operacional debido al impacto potencial de la posible ingestión en un motor de un RPA, en la piel del fuselaje y parabrisas para aviación general y aeronaves comerciales; y		Estados de Centroamérica			
DGACCAP98	C	5			c) se realice en el tercer trimestre de 2015 un Seminario sobre RPA para la Región CAR.		Oficina NACC de la OACI	30-Sep-15		

ESTADO Y SEGUIMIENTO DE LAS CONCLUSIONES (C) VIGENTES DE LA DGAC/CAP

Reunión	C/D	Núm	Área	Título de la Conclusión / Decisión	Texto de la Conclusión / Decisión	Seguimiento y comentarios	Responsable de la acción	Fecha de terminación	Entregable	Estado (Valida, Finalizada, Invalidada)
DGACCAP98	C	6	AVSEC	ACCIONES SOBRE SEGURIDAD DE LA AVIACIÓN CIVIL (AVSEC) Y FACILITACIÓN (FAL) EN CENTROAMÉRICA	Que:					
DGACCAP98	C	6			a) los Directores de las autoridades de aviación civil de Centroamérica cumplan con el compromiso contraído durante la Quinta Reunión de Directores de Aviación Civil de Norteamérica, Centroamérica y Caribe (NACC/DCA/5), dando el soporte a sus unidades AVSEC y FAL para asegurar el seguimiento para el cumplimiento de la Conclusión NACC/DCA/5/8 – Futuras acciones sobre Seguridad de la aviación (AVSEC) y Facilitación (FAL) en las Regiones NAM/CAR, a fin de prevenir y ocuparse de amenazas potenciales y, al mismo tiempo, asegurar un balance para facilitar el movimiento de aeronaves, tripulaciones, pasajeros, carga, correo y suministros, y la satisfacción y protección de los usuarios del transporte aéreo internacional para el beneficio de la aviación civil en sus propios Estados; y		Directores de las autoridades de aviación civil de Centroamérica			
DGACCAP98	C	6			b) los Directores de las autoridades de aviación civil de Centroamérica hagan el mayor esfuerzo para coordinar al interior de sus entidades las respuestas oportunas de las solicitudes y comunicaciones de la OACI respecto a temas AVSEC y FAL.		Directores de las autoridades de aviación civil de Centroamérica			

ESTADO Y SEGUIMIENTO DE LAS CONCLUSIONES (C) VIGENTES DE LA DGAC/CAP

Reunión	C/D	Núm	Área	Título de la Conclusión / Decisión	Texto de la Conclusión / Decisión	Seguimiento y comentarios	Responsable de la acción	Fecha de terminación	Entregable	Estado (Valida, Finalizada, Invalidada)
DGACCAP98	C	7	AVSEC	ENFOQUE DE OBSERVACIÓN CONTINUA DEL PROGRAMA UNIVERSAL DE AUDITORIA DE LA SEGURIDAD DE LA AVIACIÓN (USAP-CMA) DE LA OACI	Que, apelando al compromiso de los Estados con la Conclusión NACC/DCA/5/7, los Estados de Centroamérica:					
DGACCAP98	C	7			a) participen en la implantación del CMA del USAP; firmando oportunamente el nuevo Memorándum de Entendimiento (MoU), tal como se establece en el Boletín Electrónico EB 2014/45 de la OACI, y de ser posible aún antes de que se les haya anunciado una visita; y		Estados de Centroamérica			
DGACCAP98	C	7			b) presenten a la OACI información actualizada sobre el estado de la implementación de sus Planes de acción correctiva, proporcionando la documentación conexas y otra información que se requiera de forma oportuna.		Estados de Centroamérica			
DGACCAP98	C	8	TC	ESPECIALISTAS ADJUNTOS DE LOS ESTADOS CENTROAMERICANOS PARA EL ICCAE	Que los Estados de Centroamérica, con el objeto de desarrollar estrategias de capacitación en el área, colaboren con el ICCAE facilitando especialistas adjuntos.		Estados de Centroamérica			
DGACCAP98	C	9	GEN	ESTRATEGIA PARA ALCANZAR LAS METAS DE LA DECLARACIÓN DE PUERTO ESPAÑA	Que la Oficina Regional NACC de la OACI envíe a los Estados una estrategia para alcanzar las metas de la Declaración de Puerto España a más tardar el 30 de junio de 2015.		Oficina Regional NACC de la OACI	30-Jun-15		

ESTADO Y SEGUIMIENTO DE LAS CONCLUSIONES (C) VIGENTES DE LA DGAC/CAP

Reunión	C/D	Núm	Área	Título de la Conclusión / Decisión	Texto de la Conclusión / Decisión	Seguimiento y comentarios	Responsable de la acción	Fecha de terminación	Entregable	Estado (Valida, Finalizada, Invalidada)
DGACCAP98	C	10	GEN	COMUNICACIONES A LOS ESTADOS DE LA OACI	Que:					
DGACCAP98	C	10			a) la Oficina Regional de la OACI envíe semestralmente a los Estados de Centroamérica la lista de Comunicaciones a los Estados de la OACI; y		Oficina Regional NACC de la OACI			
DGACCAP98	C	10			b) los Estados de Centroamérica copien a la la Oficina Regional de la OACI sus respuestas enviadas a la Sede de la OACI.		Estados de Centroamérica			