



ICAO

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

**TWENTY-SIXTH DIRECTORS OF CIVIL AVIATION OF THE EASTERN
CARIBBEAN MEETING**

E/CAR/DCA/26

FINAL REPORT

NEW ORLEANS, UNITED STATES, 1 - 3 DECEMBER 2015

The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.

List of Contents

Contents	Page
Index	i-1
Historical	ii-1
ii.1 Place and Date of the Meeting.....	ii-1
ii.2 Opening Ceremony.....	ii-1
ii.3 Officers of the Meeting	ii-1
ii.4 Working Languages	ii-1
ii.5 Schedule and Working Arrangements.....	ii-1
ii.6 Agenda	ii-2
ii.7 Attendance	ii-3
ii.8 Conclusions and Decisions.....	ii-4
ii.9 List of Working and Information Papers and Presentations	ii-5
List of Participants	iii-1
Contact Information	iv-1
Agenda Item 1	1-1
Appointment of the Chairperson and Approval of the Meeting Agenda and Schedule	
Agenda Item 2	2-1
Review of the Conclusions from the Previous E/CAR/DCA Meetings and the Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5)	
Agenda Item 3	3-1
Global Aviation Matters	
3.1 Global Aviation Dialogues (GLADs) on market-based measures to address climate change	
3.2 ICAO-WHO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Global Symposium results	
Agenda Item 4	4-1
ICAO NACC NCLB Strategy	

Agenda Item 5	5-1
Aviation Safety Matters	
5.1 Regional Aviation Safety Group – Pan America (RASG-PA)	
5.2 ICAO Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP-CMA)	
5.3 ICAO High-Level Safety Conference 2015 (HLSC 2015)	
5.4 Other Aviation Safety Matters	
Agenda Item 6	6-1
Air Navigation Matters	
6.1 GREPECAS Update	
6.1.1 CAR/SAM Regional Planning and Implementation Group (GREPECAS) PPRC/3 Meeting	
6.1.2 Review of GREPECAS Air Navigation Deficiencies Database (GANDD)	
6.1.3 CAR/SAM Electronic Air Navigation Plan (e-ANP)	
6.2 Port-of-Spain Declaration: Regional Air Navigation Targets	
6.3 Implementation of Air Navigation under the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (RPBANIP)	
6.3.1 Follow-up to North American, Central American and Caribbean Working Group (NACC/WG) and North American, Central American and Caribbean Air Navigation Implementation Working Group (NAM/CAR ANI/WG)	
6.3.2 E/CAR/CATG/2 Meeting	
6.3.3 E/CAR Communications Network Performance and Radar Data Sharing Implementation	
6.3.4 Air Navigation Reporting and Monitoring Implementation Progress	
6.4 Regional Action Plan on States' CO2 Emission Reduction Activities in Aviation and Their Implementation	
6.5 Other Air Navigation Matters	
Agenda Item 7	7-1
Aviation Security (AVSEC) and Facilitation (FAL)	
7.1 Aviation Security and Facilitation Activities in the NAM/CAR Regions	
7.2 ICAO/Latin American Civil Aviation Commission (LACAC) NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG)	
7.3 Universal Security Audit Programme (USAP) Continuous Monitoring Approach (USAP-CMA)	
7.4 Other Aviation Security and Facilitation Matters	
Agenda Item 8	8-1
Regional Technical Cooperation	
8.1 Regional Technical Cooperation Project for the Caribbean Region – Implementation of the Performance Based Air Navigation Systems for the CAR Region (RLA/09/801)	

- 8.2 Project RLA/03/902 "Transition to GNSS in the CAR/SAM Regions – SACCSA"
Phase III – Transition to GNSS/SBAS in the CAR/SAM Regions – SACCSA - Project
Results**

- 8.3 Other Regional Technical Cooperation Matters**

Agenda Item 9 9-1

Training Matters

- 9.1 Second NAM/CAR Civil Aviation Training Centres Working Group Meeting
(NAM/CAR/CATC/2)**

- 9.2 Regional Aviation Training and TRAINAIR PLUS Symposium**

- 9.3 Other Training Matters**

Agenda Item 10 10-1

Other Business

- 10.1 ICAO Financial Situation and Outstanding State Contributions**

- 10.2 Host and Dates for Future E/CAR/DCA Meetings**

- 10.3 Other Business**

HISTORICAL

ii.1 Place and Date of the Meeting

The Twenty-sixth Directors of Civil Aviation of the Eastern Caribbean Meeting (E/CAR/DCA/26) was held at the International House Hotel in New Orleans, United States, from 1 to 3 December 2015.

ii.2 Opening Ceremony

Mr. Melvin Cintron, Regional Director of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO) provided opening remarks, highlighted the meeting discussion topics and thanked the United States for hosting the meeting. Mr. Michael Huerta, Administrator, Federal Aviation Administration, welcomed the participants to the United States and officially opened the meeting. Special guests during the opening ceremony included Mr. Nari Williams-Singh, Director General, Jamaica Civil Aviation Authority

ii.3 Officers of the Meeting

Mr. Christopher Barks, Director, Western Hemisphere chaired the meeting plenary. Mr. Melvin Cintron, Regional Director of the North American, Central American and Caribbean (NACC) Office served as Secretary of the Meeting, assisted by Mr. Julio Siu, Regional Officer, Communications, Navigation and Surveillance and Mr. Romy Gallegos, Regional Officer, Technical Assistance, all from the ICAO NACC Regional Office. Mr. Franklin Hoyer, Regional Director of the South American Office (SAM) also participated in this meeting.

ii.4 Working Languages

The working language of the Meeting was English and working papers, information papers, presentations and report of the meeting were available to participants in said language.

ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the sessions of the meeting would be from 08:30 to 03:00 hours daily with adequate breaks. Ad hoc Groups were created during the Meeting to do further work on specific items of the Agenda.

ii.6 Agenda

- Agenda Item 1: Appointment of the Chairperson and Approval of the Meeting Agenda and Schedule**
- Agenda Item 2: Review of the Conclusions from the Previous E/CAR/DCA Meetings and the Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5)**
- Agenda Item 3: Global Aviation Matters**
- 3.1 Global Aviation Dialogues (GLADs) on market-based measures to address climate change**
 - 3.2 ICAO-WHO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Global Symposium results**
- Agenda Item 4: ICAO NACC NCLB Strategy**
- Agenda Item 5: Aviation Safety Matters**
- 5.1 Regional Aviation Safety Group – Pan America (RASG-PA)**
 - 5.2 ICAO Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP-CMA)**
 - 5.3 ICAO High-Level Safety Conference 2015 (HLSC 2015)**
 - 5.4 Other Aviation Safety Matters**
- Agenda Item 6: Air Navigation Matters**
- 6.1 GREPECAS Update**
 - 6.1.1 CAR/SAM Regional Planning and Implementation Group (GREPECAS) PPRC/3 Meeting**
 - 6.1.2 Review of GREPECAS Air Navigation Deficiencies Database (GANDD)**
 - 6.1.3 CAR/SAM Electronic Air Navigation Plan (e-ANP)**
 - 6.2 Port-of-Spain Declaration: Regional Air Navigation Targets**
 - 6.3 Implementation of Air Navigation under the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (RPBANIP)**
 - 6.3.1 Follow-up to North American, Central American and Caribbean Working Group (NACC/WG) and North American, Central American and Caribbean Air Navigation Implementation Working Group (NAM/CAR ANI/WG)**
 - 6.3.2 E/CAR/CATG/2 Meeting**
 - 6.3.3 E/CAR Communications Network Performance and Radar Data Sharing Implementation**
 - 6.3.4 Air Navigation Reporting and Monitoring Implementation Progress**
 - 6.4 Regional Action Plan on States' CO2 Emission Reduction Activities in Aviation and Their Implementation**
 - 6.5 Other Air Navigation Matters**

- Agenda Item 7: Aviation Security (AVSEC) and Facilitation (FAL)**
- 7.1 Aviation Security and Facilitation Activities in the NAM/CAR Regions
 - 7.2 ICAO/Latin American Civil Aviation Commission (LACAC) NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG)
 - 7.3 Universal Security Audit Programme (USAP) Continuous Monitoring Approach (USAP-CMA)
 - 7.4 Other Aviation Security and Facilitation Matters
- Agenda Item 8: Regional Technical Cooperation**
- 8.1 Regional Technical Cooperation Project for the Caribbean Region – Implementation of the Performance Based Air Navigation Systems for the CAR Region (RLA/09/801)
 - 8.2 Project RLA/03/902 "Transition to GNSS in the CAR/SAM Regions – SACCSA" Phase III – Transition to GNSS/SBAS in the CAR/SAM Regions – SACCSA - Project Results
 - 8.3 Other Regional Technical Cooperation Matters
- Agenda Item 9: Training Matters**
- 9.1 Second NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/2)
 - 9.2 Regional Aviation Training and TRAINAIR PLUS Symposium
 - 9.3 Other Training Matters
- Agenda Item 10: Other Business**
- 10.1 ICAO Financial Situation and Outstanding State Contributions
 - 10.2 Host and Dates for Future E/CAR/DCA Meetings
 - 10.3 Other Business

ii.7 Attendance

The Meeting was attended by seven (7) States/Territories from the Eastern Caribbean, five (5) International Organizations, and totalling 35 delegates as indicated in the list of participants.

ii.8 Conclusions and Decisions

The Directors of Civil Aviation of the Eastern 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 the Eastern Caribbean.

List of Conclusions and Decisions

NO.	CONCLUSION	PAGE
26/01	DEVELOPMENT OF PIARCO FIR AGREEMENT	2-1
26/03	FOLLOW-UP AND PARTICIPATION IN THE CAPSCA PROJECT	3-2
26/04	UPDATE OF GANDD DEFICIENCIES	6-2
26/05	DEVELOPMENT AND APPROVAL OF THE CAR/SAM REGIONS e-ANP	6-3
26/06	CONSOLIDATION OF EFFORTS TO SUPPORT RUNWAY SAFETY IMPLEMENTATION	6-7
26/07	E/CAR AIM IMPLEMENTATION MEETING	6-8
26/08	SAR POCS FOR SAR IMPROVEMENTS AND DEVELOPMENT OF THE E/CAR NATURAL DISASTER EMERGENCY PLAN	6-9
26/09	CONSOLIDATED PBN ATS ROUTE REVIEW IMPLEMENTATION MEETING	6-11
26/10	APPROVAL OF E/CAR RADAR DATA SHARING IMPLEMENTATION PLAN-PHASE II	6-12
26/11	CAR TRAINING ASSOCIATION AND IMPROVEMENT TO TRAINING PROVISION IN THE E/CAR AREA	9-2

NO.	DECISION	PAGE
26/2	IMPROVED EFFECTIVENESS TO ACCOMPLISH MEETING CONCLUSIONS AND AGREEMENTS	2-2
26/12	CONSOLIDATION OF THE E/CAR/DCA/27 MEETING WITH THE C/CAR/DCA/15 MEETING	10-2

An executive summary of these conclusions/decisions is presented in **Appendix A** to this report.

ii.9 List of Working, Information and Discussion Papers and Presentations

Refer to the Meeting web page:

<http://www.icao.int/NACC/Pages/meetings-2015-ecardca26.aspx>

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev.	1	Approval of the Meeting Agenda and Schedule	13/11/15	Secretariat
WP/02	2	Review of the Conclusions from the Previous E/CAR/DCA Meetings and the Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5)	19/10/15	Secretariat
WP/03	3.1	Global Aviation Dialogues (GLADS) on Market-Based Measures to Address Climate Change	17/11/15	Secretariat

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/04	3.2	ICAO-WHO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Meetings Results	17/11/15	Secretariat
WP/05	4	ICAO NACC NCLB Strategy	19/11/15	Secretariat
WP/06	5.1	Regional Aviation Safety Group — Pan America Update	19/10/15	Secretariat
WP/07	4	Cooperation Mechanism with the Regional Safety Oversight Cooperation System (SRVSOP)	23/11/15	SRVSOP
WP/08	6.1.2	Air Navigation Deficiencies	20/10/15	Secretariat
WP/09	6.1.3	CAR/SAM Electronic Air Navigation Plan (eANP)	20/10/15	Secretariat
WP/10	6.3.1	Follow-Up to North American, Central American and Caribbean Working Group (NACC/WG) and NAM/CAR Air Navigation Implementation Working Group (ANI/WG)	21/10/15	ANI/WG Chairman
WP/11	6.3.2	Results of Second Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/2) and Progress Made	19/11/15	E/CAR/CATG Chairperson-
WP/12	6.3.3	E/CAR Communications Network Performance and Surveillance Data Sharing Implementation	23/10/15	E/CAR/NTG Rapporteur
WP/13	6.3.4	Reporting and Monitoring of the Progress in Implementing Air Navigation Targets	18/11/15	Secretariat
WP/14	6.4	Regional Action Plan on States' CO ₂ Emission Reduction Activities in Aviation and their Implementation	10/11/15	Secretariat
WP/15	7.1	Regional NAM/CAR Activity on Aviation Security and Facilitation	20/11/15	Secretariat
WP/16	7.2	ICAO/LACAC NAM/CAR and SAM Aviation Security And Facilitation Regional Group (AVSEC/FAL/RG) Activities	24/11/15	Secretariat
WP/17	8.1	ICAO Regional Technical Cooperation Project for the Caribbean Region – Phase II of RLA/09/801	18/11/15	Secretariat
WP/18	10.1	Outstanding Contributions	03/11/15	Secretariat
WP/19	10.2	Host and Dates for the Next Meeting of Directors of Civil Aviation of the Eastern Caribbean	20/10/15	Secretariat
WP/20	9.2	NACC Region 2015 TRAINAIR <i>Plus</i> Programme Activities	20/11/15	Secretariat
WP/21	6.1.2	Usage and Safety Benefits gained by GREPECAS Air Navigation Deficiencies Database GANDD	02/11/15	United States

WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/22	5.4	Process Development for Resolution of Safety Issues Amongst Aviation Authorities: Pilot Deviations	13/11/15	United States
WP/23	7.4	Assessing International Inbound Aviation Security Risk	13/11/15	United States
WP/24	6.3.1	Optimization and harmonization of the Longitudinal Separation Minima in the CAR/SAM FIR's boundaries	13/11/15	IATA
WP/25	6.5	Implementation of ICAO's Policies on Charges in Doc 9082	13/11/15	IATA
WP/26	6.3.2	Single AIM QMS, NOTAM Contingency Plan and FPL Error Resolution in the E/CAR Region	20/11/15	E/CAR/CATG AIM Committee Rapporteur
WP/27	6.3.2	Progress on Search And Rescue (SAR) Activities in the E/CAR Region: SAR Committee	20/11/15	Rapporteur E/CAR/CATG SAR Committee
WP/28	6.3.2	NAM/CAR ANI/WG Performance-Based Navigation (PBN) Task Force Report	25/11/15	PBN Rapporteur
WP/29	10.3	Improving the Timeliness and Level of Response to ICAO State Letters	20/11/15	Secretariat

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01 Rev.	--	List of Working, Information Papers and Presentations	27/11/15	Secretariat
IP/02	5.3	ICAO Second High-Level Safety Conference (HLSC) 2015	19/10/15	Secretariat
IP/03	6.1.1	CAR/SAM Regional Planning and Implementation Group (GREPECAS) PPRC/3 and GREPECAS/17 Meeting	20/11/15	Secretariat
IP/04	6.2	Port-of-Spain Declaration: Regional Air Navigation Targets	19/11/15	Secretariat
IP/05	7.3	Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) Implementation	20/11/15	Secretariat
IP/06	8.2	Completion Of The Study Of An Own Satellite Based Augmentation System (SBAS) for the CAR/SAM Regions - Project RLA/03/902-TRANSITION TO GNSS/SBAS in the CAR/SAM Regions - Augmentation	18/11/15	Secretariat

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
		Solution for the Caribbean, Central and South America - (SACCSA) – Phase III		
IP/07	9.1	Report of the Second NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/2)	08/11/15	Secretariat
IP/08	9.2	Regional Aviation Training and TRAINAIR Plus Symposium	08/11/15	Secretariat
IP/09	5.4	Assuring Compliance with International Oversight Obligations without Duplication; Shared Surveillance of Approved Maintenance Organizations	13/11/15	United States
IP/10	6.4	United States Greenhouse Gas Emissions Reduction Plan	13/11/15	United States
IP/11	5.2	ICAO Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP-CMA): Update	19/11/15	Secretariat
IP/12	6.3.2	ATFM Update Trinidad and Tobago	27/11/15	Trinidad and Tobago

DISCUSSION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
DP/01	2	Summary of Discussions	01/12/15	PIARCO Policy Ad hoc Group
DP/02	3, 6, 10	Draft Conclusions and Decision	02/12/15	Secretariat

PRESENTATIONS

Number	Agenda Item	Title	Presented by
1	4	ICAO NACC NCLB Strategy	Secretariat
2	5.1	RASG-PA	Secretariat
3	4	Cooperation Mechanism with the Regional Safety Oversight Cooperation System (SRVSOP)	Secretariat

PRESENTATIONS

Number	Agenda Item	Title	Presented by
4	7.4	Assessing International Inbound Aviation Security Risk	United States
5	6.3.2	NAM/CAR ANI/WG Performance-Based Navigation (PBN) Task Force Report	PBN Rapporteur

LIST OF PARTICIPANTS

ANTIGUA AND BARBUDA

Shenneth Phillips

BARBADOS

Kingsley O'Brian Nelson

ECCAA

Donald McPhail
Charles A. Meade
Rudyard Ashe

FRANCE

Claude Miquel
Olivier Jouans
Jean Michel Pubellier
Stephane Durand

TRINIDAD AND TOBAGO

Francis Regis
Rohan Garib
Riaaz Mohammed
Veronica Ramdath
Kingsley Herreira

UNITED KINGDOM

Maria Boyle
Mark Baker

UNITED STATES

Michael Huerta
Carey Fagan
Dan Smiley
Michael O'Donnell
Christopher Barks
James Jelinski
Ed Rodriguez
Michael Polchert
George Legarreta

Michelle Westover
Kimberley Fowler
Tere Franceschi
Bert Williams
Matt Cummins

ACI-LAC

Javier Martinez Botacio

ALTA

Santiago Saltos

CANSO

Javier Vanegas

IATA

Carlos Cirilo

RTCA

Blanca Aguado

ICAO SECRETARIAT

Franklin Hoyer
Melvin Cintron
Julio Siu

CONTACT INFORMATION

Name / Position	Administration / Organization	Telephone / E-mail
ANTIGUA AND BARBUDA		
Shenneth Phillips Dep. Chief Air Traffic Service	Antigua and Barbuda	Tel. + 268-562-0301 E-mail shenneth.phillips@ab.gov.ag
BARBADOS		
Kingsley O'brian Nelson Director Of Civil Aviation	Civil Aviation Department	Tel. + 246 428-0930 E-mail Kingsley.Nelson@barbados.gov.bb
ECCAA		
Donald McPhail Director General	Eastern Caribbean Civil Aviation Authority	Tel. + 268-462-3401 E-mail contact@eccaa.aero ; dmcphail@eccaa.aero
Charles A. Meade Director – Air Navigation Services (Ag.)	Eastern Caribbean Civil Aviation Authority	Tel. + 268-462-0000 E-mail contact@eccaa.aero ; ameade@eccaa.aero
Rudyard Ashe Manager – Communication Navigation & Surveillance Unit	Eastern Caribbean Civil Aviation Authority	Tel. + 268-462-0000 E-mail contact@eccaa.aero ; rashe@eccaa.aero
FRANCE		
Claude Miquel Deputy Director	Civil Aviation Authority French Antilles	Tel. + 596 696 32 63 01 E-mail claudio.miquel@aviation-civile.gouv.fr
Olivier Jouans Director of ATM services	Air Navigation Services French Antilles and French Guiana	Tel. + 596 696 70 5147 E-mail Olivier.jouans@aviation-civile.gouv.fr
Jean Michel Pubellier Deputy Director	Air Navigation Services French Antilles and French Guiana	Tel. + 596 696 93 6072 E-mail jean-michel.pubellier@aviation-civile.gouv.fr
Stephane Durand Directeur, DSNA	DSNA	Tel. + 33 689 04 4969 E-mail stephane.durand@dsnaservices.com
TRINIDAD AND TOBAGO		
Francis Regis Executive Manager	Trinidad and Tobago Civil Aviation Authority	Tel. + 868-669-4302 E-mail fregis@caa.gov.tt
Rohan Garib Executive Manager Air Navigation Services	Trinidad and Tobago Civil Aviation Authority	Tel. + 868 669 4806 E-mail rgarib@caa.gov.tt

ACRONYM
List of Participants – Contact Information

iv – 2

Name / Position	Administration / Organization	Telephone / E-mail
Riaaz Mohammed Managing Planning And Development	Trinidad and Tobago Civil Aviation Authority	Tel. + 1 868 669 4806 E-mail rmohammed@caa.gov.tt
Veronica Ramdath Manager Communication Navigation Surveillance	Trinidad and Tobago Civil Aviation Authority	Tel. + 868 669 4806 E-mail vramdath@caa.gov.tt
Kingsley Herreira Manager Licensing	Trinidad and Tobago Civil Aviation Authority	Tel. + 868 668 8222 ext: 2122 E-mail kherreira@caa.gov.tt
UNITED KINGDOM		
Maria Boyle Chief Executive Officer	Air Safety Support International	Tel. + 44 (0)1293 897001 E-mail maria.boyle@airsafety.aero
Mark Baker Safety Development Manager	Air Safety Support International	Tel. +44 (0)1293 897019 E-mail mark.baker@airsafety.aero
UNITED STATES		
Michael Huerta Administrator	Federal Aviation Administration	Tel. + 202 267 3111 E-mail Michael.huerta@faa.gov
Carey Fagan Executive Director International Affairs	Federal Aviation Administration	Tel. + 202-267-1000 E-mail carey.fagan@faa.gov
Dan Smiley Deputy Vice President, System Operations Services Air Traffic Organization	Federal Aviation Administration	Tel: + 202-267-0310 Email: dan.smiley@faa.gov
Michael O'Donnell Director, Airports Safety and Standards	Federal Aviation Administration	Tel: +202 267-8776 Email: michael.j.odonnell@faa.gov
Christopher Barks Director, Western Hemisphere	Federal Aviation Administration	Tel: +507-317-5370 Email: christopher.barks@faa.gov
James Jelinski Manager, Miami IFO Office	Federal Aviation Administration	Tel: + +1-954-641-6701 Email: james.r.jelinski@faa.gov
Ed Rodriguez Senior Representative- Caribbean	Federal Aviation Administration	Tel: + 954 900 5306 Email: ed.rodriguez@faa.gov
Michael Polchert Manager, Americas System Operations Services, Air Traffic Organization	Federal Aviation Administration	Tel: + 202 267 1008 Email: michael.polchert@faa.gov

Name / Position	Administration / Organization	Telephone / E-mail
George Legarreta Civil Engineer Office of Airport Safety and Standards	Federal Aviation Administration	Tel: + 202-267 8766 Email: george.legarreta@faa.gov
Michelle Westover Foreign Affairs Specialist Office of International Affairs	Federal Aviation Administration	Tel: + 202-267 0952 Email: michelle.westover@faa.gov
Kimberly Fowler Foreign Affairs Specialist Office of International Affairs	Federal Aviation Administration	Tel: +202-267 0980 Email: Kimberly.fowler@faa.gov
Tere Franceschi Bureau Chief for the Western Hemisphere Office of Global Strategies – Global Affairs Directorate	Transportation Security Administration	Tel: +1571 2275732 Cell: 202 716 9283 Email: tere.franceschi@tsa.dhs.gov
Bert Williams TSA Representative (TSAR) – South Caribbean, Jamaica and British Overseas Territories	Transportation Security Administration	Tel: 954-874-7124 Cell: 202-215-0481 Email: bert.williams@tsa.dhs.gov
Matt Cummins TSA Representative (TSAR) – Northern Caribbean	Transportation Security Administration	Tel: +1954 874 7122 Cell: +202 262 7420 Email: matt.cummins@tsa.dhs.gov
ACI-LAC		
Javier Martinez Botacio Director General	Primetime Tower, La Rotonda Ave, Costa del Este Panama City, Panama	Tel. + 507 6679 1797 I E-mail jmartinez@aci-lac.aero
ALTA		
Santiago Saltos Senior Manager Industry Affairs	ALTA	Tel. +1786 388 0222 E-mail ssaltos@alta.aero
CANSO		
Javier A. Vanegas Regional Director Latin America and Caribbean	CANSO	Tel. +5255 5786 5517 E-mail lamcar.asst@canso.org
IATA		
Carlos Cirilo Regional Director, Safety And Flight Operations, The Americas	IATA	Tel. + 1 786 427 8347 E-mail ciriloc@iata.org

ACRONYM
List of Participants – Contact Information

iv – 4

Name / Position	Administration / Organization	Telephone / E-mail
RTCA		
Blanca Aguado Intern	RTCA	Tel. + 202-330-0650 E-mail Mjenny@rtca.org
ICAO		
Franklin Hoyer Regional Director	South American Office (SAM)	Tel. + 511 611 8686 E-mail icaosam@icao.int
Melvin Cintron Regional Director	North American, Central American and Caribbean Office	Tel. + 52 55 5250 3211 E-mail icaonacc@icao.int
Julio Siu Regional Officer, Communications, Navigation and Surveillance	North American, Central American and Caribbean Office	Tel. + 52 55 5250 3211 E-mail jsiu@icao.int

Agenda Item 1 Appointment of the Chairperson and Approval of the Meeting Agenda and Schedule

1.1 Mrs. Christopher Barks from the United States was unanimously elected Chairman of the Meeting.

1.2 Following WP/01 Rev., the meeting participants approved the provisional agenda and schedule of the meeting, referring to IP/01 for the list of associated documentation and presentations. The approved meeting agenda is presented in the historical section of this report.

Agenda Item 2 Review of the Conclusions from the Previous E/CAR/DCA Meetings and the Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5)

2.1 The Secretariat presented WP/02 and reviewed the status of the outstanding conclusions of previous Eastern Caribbean Directors of Civil Aviation Meetings, including the Twenty-fifth Meeting of the (E/CAR/DCA/25) held in St. John's, Antigua and Barbuda, from 3 to 5 December 2013. The status of each conclusion reviewed was designated either as valid, completed, or superseded.

2.2 Regarding the PIARCO FIR ATS Agreement (Conclusion E/CAR/DCA/25/2 refers), an Ad hoc Group was formed, composed of Barbados, France, ECCAA, United Kingdom, Trinidad and Tobago, and ICAO. DP/01 was presented as a result of the discussion of the Ad hoc Group. In this regard, the following Conclusion was agreed upon:

**CONCLUSION
E/CAR/DCA/26/01 DEVELOPMENT OF PIARCO FIR AGREEMENT**

That, in order to reactivate the discussions towards the development of the PIARCO FIR agreement:

- a) Barbados, France, ECCAA and United Kingdom inform Trinidad and Tobago of concerns and other issues to be included on this agreement relating to the FIR and suggestions/proposed solutions on away forward by **18 December 2015**; and
- b) Barbados, France, ECCAA, United Kingdom, and Trinidad and Tobago, based on the information from item a) above, define an action plan for completing the development of this agreement by **15 January 2016**, maintaining the ICAO NACC Regional Office informed of developments.

2.3 The Meeting agreed that all the conclusions from previous ECAR/DCA Meetings are concluded or superseded as follows:

- Completed conclusions:
- E/CAR/DCA/24/3 with the actions reported by the E/CAR/CATG AIM Committee
 - E/CAR/DCA/24/5
 - E/CAR/DCA/25/1
 - E/CAR/DCA/25/3 with the actions reported by the E/CAR/CATG SAR Committee
 - E/CAR/DCA/25/4
 - E/CAR/DCA/25/5
 - E/CAR/DCA/25/6
 - E/CAR/DCA/25/7

- Superseded conclusions:
- E/CAR/DCA/24/4 with conclusion E/CAR/DCA/26/08 with the actions reported by the E/CAR/CATG SAR Committee
 - E/CAR/DCA/24/10 with Conclusion E/CAR/DCA/25/26/03
 - E/CAR/DCA/25/2 with Conclusion E/CAR/DCA/25/01

2.4 The Meeting took note of the status of the conclusions from the NACC/DCA/5 Meeting.

2.5 Lastly, the Meeting agreed that 45 days after any DCA Meeting and prior to the approval of the final report of the corresponding DCA Meeting, the States and Territories involved identify any concerns (budget, political will, lack of qualified staff, etc.) for the accomplishment of the proposed conclusions. In this regard the following Decision was adopted:

DECISION

E/CAR/DCA/26/02

**IMPROVED EFFECTIVENESS TO ACCOMPLISH MEETING CONCLUSIONS
AND AGREEMENTS**

That, to effectively accomplish meeting conclusion and agreements, the States and Territories involved in any DCA meeting inform ICAO of any concerns (budget, political will, lack of qualified staff, etc.) that may affect the accomplishment of the proposed conclusions and agreements, no more than 45 days after any DCA Meeting and prior to the approval of the final report of the corresponding DCA Meeting.

Agenda Item 3 Global Aviation Matters

3.1 Global Aviation Dialogues (GLADs) on market-based measures to address climate change

3.1.1 Under WP/03, the Secretariat presented a summary of the current ICAO activities related to ICAO 38th Assembly Session Resolution A38-18, emphasizing the contribution of Global Aviation Dialogues (GLADs) on market-based measures to address climate change. The GLADs are a forum for information and exchange of ideas, rather than a forum for decision-making.

3.1.2 The Meeting recalled that under Resolution A38-18, the ICAO Assembly requested the Council, with the support of ICAO Member States, to conduct work activities and to report the results of these activities for decision at the next ICAO Assembly session, scheduled for September-October 2016.

3.1.3 A round of GLAD meetings will be developed in early 2016 (<http://www.icao.int/Meetings/GLADs-2015/Pages/default.aspx>), with Mexico City a candidate to host a meeting. The Secretariat encouraged Member States and relevant organizations to submit their feedback to ICAO on market-based measures and their role in a basket of measures adopted to address CO₂ emissions from international aviation, by participating in the GLADs.

3.2 ICAO-WHO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Global Symposium results

3.2.1 The conclusions of the Sixth ICAO CAPSCA Americas meeting, held in Panama City, Panama, in September 2015, and the Fifth CAPSCA Global Coordination Meeting held in Cairo, Egypt in November 2014, were presented to the Meeting under WP/04. According to the International Health Regulation (IHR) 2005, States must implement basic capabilities and temporary recommendations during an International Importance Public Health Emergency (IIPHE) (e.g. Ebola) and report progress periodically to the WHO. The ICAO Annexes related to public health events (Annexes 1, 6, 9, 11, 14) and the IHR constitute the legal grounds of the States' commitment to CAPSCA. During the Sixth ICAO CAPSCA Americas Meeting, several conclusions were discussed regarding public health emergencies

3.2.2 States were encouraged to request CAPSCA Assistance or follow up visits to States and airports, if not yet received; consider hosting a CAPSCA regional meeting; provide feedback on action plans from past missions and consider contributing with voluntary funds to CAPSCA, through the ICAO NACC Regional Office. In this regard, the Meeting agreed on the following Conclusion:

CONCLUSION
E/CAR/DCA/26/03

FOLLOW-UP AND PARTICIPATION IN THE CAPSCA PROJECT

That, in order to follow-up the actions and recommendations made by the CAPSCA Assistance visits and enhance the participation in the CAPSCA Project:

- a) Antigua and Barbuda, Saint Kitts and Nevis and Saint Lucia consider joining the CAPSCA Project by submitting the ICAO NACC Regional Office their notification;
- b) Barbados and Trinidad and Tobago report their follow-up to the CAPSCA Assistance visit to the ICAO NACC Regional Office by **29 January 2016**; and
- c) Grenada and Saint Vincent and the Grenadines consider requesting CAPSCA Assistance visit by submitting ICAO NACC Office their request by **19 February 2016**.

Agenda Item 4 ICAO NACC NCLB Strategy

4.1 Under WPO5 and P01, the Secretariat presented the ICAO NACC No Country Left Behind (NCLB) Strategy, which highlights the efforts to assist States in implementing ICAO Standards and Recommended Practices (SARPs) and increasing their effective implementation (EI) of the SARPs. The ICAO NACC NCLB strategy was presented to the Meeting of North American, Central American and Caribbean Directors General of Civil Aviation and ICAO Council (NACC DGCA-C) in October 2015 in Montego Bay, Jamaica.

4.2 The ICAO NACC NCLB Strategy promotes efforts to resolve Significant Safety Concerns (SSCs) identified through the ICAO Universal Safety Oversight Audit Programme-Continuous Monitoring Approach (USOAP-CMA), and aims to assisting States to achieve an EI of the deficient areas that are critical for the States in order to have a safe, secure, environmentally sound, and sustainable civil aviation system.

4.3 The Meeting recognized that the NACC NCLB approach has a cultural change component of how assistance is provided by NACC RO. This includes project management techniques, hand-holding concepts when necessary, and more constant and direct NACC Regional Office technical staff assistance to the States. Additionally, it requires leadership involvement and accountability of the ICAO NACC Regional Office, as well as the Regional Director's acceptance of his direct and accountable role in ensuring NCLB strategy success. This success can be enhanced through mutual partnerships with the Directors General and the Regional Director's responsibility to foster and create the environment for strengthening political will and senior level government commitments.

4.4 The Meeting took note that, in order to provide focus and continuity and ensure agreed actions for the Port of Spain Declaration commitments, the ICAO NACC NCLB strategy has incorporated these commitments. Moreover, the Meeting noted the four phases of the ICAO NACC RO NCLB strategy and its current progress on each phase:

- Phase I: Senior Level engagement and commitment beyond the Director General, to include ministers and other senior level government officials that can influence political will towards government commitment to the development and support of a sustainable and ICAO-compliant aviation system. Progress: completed.
- Phase II: Intelligence gathering and strategic plan, and prioritization via data analysis to ensure that all deficiencies in all areas of a State aviation system are identified, communicated to the State, and updated as required for the development of an accurate, measurable and accountable action plan that can be agreed upon between the ICAO NACC Regional Director, the Director General and the minister (if required). Progress: 50%
- Phase III: Implementation – NCLB TEAM visit in situ for formal development initiation and implementation of the action plan by the technical teams. This includes a monthly videoconference and quarterly on-site visits by the ICAO NACC Regional Officers to ensure continuous progress. Progress: 5%

- Phase IV: Continuous Measuring/Monitoring. Quarterly reports provided to the Director General and the ICAO Regional Director, by the State Senior NCLB Point-of-Contact (PoC) in each specialty and the ICAO NACC Regional Officers, and a biannual brief sent to the minister on the NCLB strategy implementation status. Progress: 5%

4.5 The expected outcomes from the NACC NCLB strategy are the following:

- Short Term, 1 Year – Development and initiation of the ICAO NACC NCLB Strategy
- Medium Term, 2 years (By Dec. 2016) - have NCLB Strategy implemented in all NACC States
- Long Term, 4 years - No more than 2 States below 80% of EI

4.6 The Meeting recognized that the NCLB Strategy success depends on the participation and commitment of the NAM/CAR States, for which the Civil Aviation Authorities (CAA) had designated PoC in order to keep continuous communication on activities and outcomes achieved by the State. The Meeting also noted that the NCLB incorporates the CAR Regional Safety Oversight Organization (RSOOs) (CASSOS and COCESNA/ACSA) efforts to conduct the tasks and achieve the established outcomes.

4.7 Antigua and Barbuda, Barbados, UK, France, United States, ECCAA, Trinidad and Tobago, IATA, ALTA and ACI expressed their support and commitment for the ICAO NACC NCLB. ECCAA commented on their progress for the SSP implementation and the training for the USOAP CAP updates. United States emphasized the support on aerodrome certification and ANS oversight matters.

4.8 Seeking to harmonize the regional efforts as part of the activities of the ICAO NACC NCLB strategy, the ICAO NACC Regional Office invited the ICAO SAM Regional Office to present the Latin American Regional Safety Oversight Cooperation System (SRVSOP) activities (WP/07 and P/03 refer). The Meeting took note of the following relevant aspects of the SRVSOP:

- Its mission to provide assistance to the States to overcome safety oversight problems
- provides support to its member States through the development of regulations, training courses for safety inspectors and technical personnel, certification and oversight activities with multinational teams, and assistance to States to overcome safety deficiencies
- the basic strategy of the SRVSOP was first to create a harmonized environment of civil aviation regulations and procedures as the foundation for taking advantage of economies of scale, provide horizontal cooperation and better integrate the region
- the development, harmonization and/or adoption of Latin American Aeronautical Regulations (LARs) (*in Spanish only at this moment*)
- the Ramp Inspection Safety Data Exchange Programme (IDISR) and Dangerous Goods Coordinated Oversight Programme (VCMP)
- multinational technical cooperation agreements for the certification and oversight of maintenance organizations, civil aeronautical training centres, and aeronautical medical centres
- support to the implementation of the Performance-Based Navigation (PBN) concept with 12 advisory circulars related to PBN and the approval procedures for operations and airworthiness inspectors

Agenda Item 5 Aviation Safety Matters

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

5.1.1 The Secretariat presented WP/06 and P/02, providing an update on the RASG-PA activities that have occurred since the Eighth Regional Aviation Safety Group — Pan America Annual Plenary Meeting (RASG-PA/8), held in Medellin, Colombia, on 25 June 2015.

5.1.2 The Secretariat highlighted the RASG-PA safety goal, which is “using as reference the year 2010, reduce the operations fatality risk for Part 121 or equivalent to 50% for 2020 in Latin America and the Caribbean.”

5.1.3 The Meeting was informed that the RASG-PA risk analysis showed the following:

- fatality risk is the full loss passenger load equivalents per million departures;
- baseline (five years average fatality risk) in 2010 was 0.6 in Latin America and the Caribbean;
- RASG-PA’s goal is to reach a fatality risk of 0.3 in 2020;
- calculated fatality risk reduction due to RASG-PA Safety Enhancement Initiatives (SEIs) implementation in the period 2010–2014 was of 25%;
- fatality risk calculated through 2014 was 0.39; and
- the current fatality risk is 0.37 in Latin America and the Caribbean.

5.1.4 The Meeting was informed that the sixth edition of the RASG-PA Annual Safety Report (ASR) reveals that the top four risk areas in the Pan American Region continue to be Runway Excursion (RE), Controlled Flight Into Terrain (CFIT), Loss of Control – In-Flight (LOC-I), and Mid-Air Collision (MAC).

5.1.5 The Meeting agreed that the CAR and SAM Regions face many challenges to improve safety levels. However, both Regions have shown progress on safety in the recent years. The Meeting also agreed that RASG-PA is one key contributor to this progress. The Meeting noted that RASG-PA-related documentation is available at: www.icao.int/rasgpa

5.1.6 The E/CAR States were asked to inform the RASG-PA Secretariat on their RASG-PA focal point and were encouraged to participate in RASG-PA activities. The Meeting took note of the upcoming Twenty-Fifth Regional Aviation Safety Group — Pan America Executive Steering Committee Meeting (ESC/25), to be held from 10 to 11 December 2015 in Long Beach, California, United States.

5.2 ICAO Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP-CMA)

5.2.1 Under IP/11 the Meeting was informed of the CAR regional activities regarding the ICAO Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP-CMA), and that the last ICAO Coordinated validation missions (ICVMs) to the E/CAR area conducted to the Organization of Eastern Caribbean States (OECS) from 20 February to 1 March 2013 and to Barbados from 17 to 23 April 2013.

5.2.2 Even though no ICVMs are scheduled for E/CAR States in 2016, the Meeting recognized that the ICAO NACC Regional Office is actively involved in the continuous monitoring process, and specifically in providing assistance to facilitate Effective Implementation and monitoring the status of the Corrective Action Plans (CAPs) or mitigating measures for identified Finding and Recommendation (F&Rs) and Significant Safety Concerns (SSCs) within the No Country Left Behind (NCLB) Strategy.

5.3 ICAO High-Level Safety Conference 2015 (HLSC 2015)

5.3.1 Under IP/02, the Secretariat presented the outcomes of the ICAO Second High-Level Safety Conference (HLSC) 2015, held at ICAO Headquarters, Montreal, Canada, from 2 to 5 February 2015, which agenda included the following themes:

- Reviewing the current situation
- Future approach to manage aviation safety
- Facilitating increased regional cooperation

5.3.2 Some of the important recommendations from the HLSC 2015 were:

- improving the effectiveness of the implementation of the State safety oversight and the ICAO State Safety Programme (SSP) as well as developing new safety management provisions
- the support of ICAO Regional Aviation Safety Groups (RASGs) to assist States in implementing safety management provisions in order to achieve ICAO Global Aviation Safety Plan (GASP) objectives
- supporting safety information protection, sharing and exchange, to ensure a safe international aviation system

5.3.3 The HLSC 2015 stressed that safety performance of the entire sector is a crucial prerequisite for the sustainable development of air transport, and the economic and social benefits that are fostered in States and regions. In addition, the HLSC acknowledged the decisive coordination role played by ICAO RASGs and formulated declarations that reaffirm the objectives that are currently pursued in each region, within the GASP framework.

5.3.4 The *Montreal Declaration* on planning for aviation safety improvement, including the Conclusions and Recommendations of the HLSC 2015, and documentation are available at: <http://www.icao.int/Meetings/HLSC2015/Pages/default.aspx>

5.4 Other Aviation Safety Matters

5.4.1 Under WP/22, United States presented a proposal to gather global information on pilot deviations through ICAO to support the resolution of safety issues amongst aviation authorities. The proposal seeks to help States to adequately follow/up on violations by their operators of other States' operating rules. This proposal, known as Portal for International Pilot Deviations (PIPD), shares Enforcement Investigative Reports (e-EIRs) electronically with selected Civil Aviation Authorities. The PIPD serves as a template for enabling more efficient and effective coordination on operations issues on international flights between regulators.

5.4.2 The Meeting commented the existence of other potential sources of safety information, like the European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS) System. ECCAIRS is ICAO's official application for reporting this information, and many States are currently using and been trained for its application. Considering that timely resolution of safety issues involving international operations is a challenge for regulators as information exchange processes and protocols are too cumbersome and slowly, and to avoid duplication of efforts, the Meeting invited United States to provide more detailed explanation of their PIPD proposal for States' better understanding.

5.4.3 Under IP/09, United States commented that international aviation industry and maintenance organizations are subject to oversight and surveillance by a multitude of regulatory jurisdictions due to the number of different certifications they hold. As a result, surveillance activities have become increasingly frequent and additional audits do not necessarily increase the level of safety. Identifying ways to mitigate duplicative surveillance, while still remaining mindful of national oversight obligations, States and industry must work together to affect any significant change in this area. United States and its Pan-American partners are currently developing proposals and best practices that may be considered in the effort to reduce the burden of duplicative surveillance for both States and industry and could be shared with the broader international community for consideration as a model framework for shared surveillance activities.

Agenda Item 6 Air Navigation Matters

6.1 GREPECAS Update

**6.1.1 CAR/SAM Regional Planning and Implementation Group
(GREPECAS) PPRC/3 Meeting**

6.1.1.1 IP/03 presented the conclusions of the Seventeenth Meeting of the GREPECAS and the Third Meeting of the Programmes and Projects Review Committee (PPRC), as followed-up by the Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG).

**6.1.2 Review of GREPECAS Air Navigation Deficiencies Database
(GANDD)**

6.1.2.1 Under WP/08, the Secretariat informed the Meeting of the current status of resolution of the deficiencies in the GANDD and a follow-up to related GANDD matters as follows:

- The revised methodology for the deficiencies presented at the GREPECAS/17 meeting, through Conclusion 17/12 - *Revision of the ICAO Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies*, will be reviewed by the ICAO Air Navigation Commission (ANC) by December 2015 and as such, it has been included in the 2015 ANC Secretariat activity plan
- During the PPRC/3 Meeting, IATA stated that it would send to the ICAO NACC and SAM Regional Offices its updated deficiencies list every three months so that each Regional Office may perform the corresponding actions accordingly
- Assistance to the States in resolving these deficiencies is part of the NACC NCLB strategy
- The ICAO NACC Regional Office has coordinated and assisted the GANDD focal points on their action Plans and the timely validation of the evidence of deficiencies resolutions, providing a comparison of the deficiencies from 2013 to 2015

6.1.2.2 Under WP/21, the United States illustrated how the implementation of the GANDD has supported the resolution of reported AGA deficiencies for Runway End Safety Areas and Runway Strips standards and recommended practices prescribed by Annex 14, Volume I. In this regard, the United States requested that continued emphasis be placed on the type of data reported for the GANDD and that ICAO Regional Offices continue site evaluations of international aerodromes. Furthermore, the United States emphasized that member States and users of international aerodromes continue their reporting of deficiencies, including action plans, to resolve deficiencies.

6.1.2.3 The Meeting recognized that the information of the GANDD concerning several deficiencies is not up-to-date, and that States should actively review and resolve these deficiencies. Little progress has been achieved on this matter, therefore, the Meeting formulated the following conclusion:

CONCLUSION

E/CAR/DCA/26/04

UPDATE OF GANDD DEFICIENCIES

That, in order to provide effective assistance under the NACC NCLB strategy for the resolution of GANDD deficiencies, if not done so through the NCLB activities:

- a) E/CAR States review and update their corresponding outstanding GANDD deficiencies by **29 February 2016**; and
- b) the ICAO NACC Regional Office contact each GANDD PoC to review each outstanding deficiency after receiving the information requested in a) and exchange the results of this review.

6.1.2.4 Updates to the GANDD focal Points were presented as follows:

- Barbados: Dianne Skeete, dianne.skeete@barbados.gov.bb
- United Kingdom: Muhammad Abdul-Mutakabbir, Muhammad.Abdul-Mutakabbir@dft.gsi.gov.uk

6.1.3 CAR/SAM Electronic Air Navigation Plan (e-ANP)

6.1.3.1 Under WP/09, the Secretariat presented the progress achieved in the development of the new regional e-ANP template, amendment procedures and action plan for its electronic availability and maintenance online, performed by the ICAO Working Group (e-ANP WG), with a new structure, format and content for the regional plans. The Meeting was informed on the objectives and purpose of regional Air Navigation Plans (ANPs).

6.1.3.2 The Meeting took note that the e-ANP consists of three volumes. The structure of the technical Parts of Volumes I and II (AOP, CNS, ATM, MET, SAR and AIM) will consist of: a) introduction; b) general regional requirements; and c) specific regional requirements. Volumes I and II include several of the existing ANP planning principles. The information contained in Volume III will be related to implementation monitoring, planning and/or guidance. Volume III will contain information regarding regional priorities, adopted Aviation System Block Upgrade (ASBU) modules, indicators and targets agreed in the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP).

6.1.3.3 The Secretariat detailed the procedure for amendment of the e-ANP with approval by the ICAO Council or by GREPECAS. The new CAR/SAM e-ANP can be accessed through the ICAO SPACE portal (iSTARS 2.0 website), providing flexibility to the States concerning planning and facilitating better coordination in particular among States in the boundaries between the CAR and SAM Regions and other adjacent regions.

6.1.3.4 The Meeting noted the two phases agreed during the GREPECAS PPRC/3 Meeting for the approval of the CAR/SAM eANP (Doc 8733), where the first e-ANP stage will be completed with the inclusion of the existing data in the ANP for Volumes I and II by early 2016. In view of the above, and to streamline the development and filling process of the CAR/SAM e-ANP, the E/CAR area provided the

Points of Contact (PoCs) as shown in **Appendix B** to this report. Therefore, the Meeting adopted the following Conclusion:

CONCLUSION

E/CAR/DCA/26/05

DEVELOPMENT AND APPROVAL OF THE CAR/SAM REGIONS e-ANP

That, in order to streamline the development and approval process of the CAR/SAM Region's e-ANP:

- a) the E/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) E/CAR States coordinate with ICAO the approvals of the Proposals for Amendments (PfAs) that will be sent by ICAO in accordance with the action plan for the CAR/SAM Region's e-ANP.

6.2 Port-of-Spain Declaration: Regional Air Navigation Targets

6.2.1 Under IP/04, the Secretariat recalled the Port-of-Spain Declaration (POS) safety and air navigation targets established for the NAM/CAR Regions. The Secretary commented that since the POS is a policy document. The need to identify the accountable States and what is the meaning of these targets to each State is important for the achievement of the foreseen operational benefits to the region. In this regard, the Secretariat emphasized that the POS safety and air navigation targets have been included in the ICAO NACC NCLB Strategy.

6.2.2 The North American, Central American and Caribbean Air Navigation Implementation Working Group (NAM/CAR ANI/WG) will be presenting the progress on the achievement of these safety and air navigation targets in 2016.

6.3 Implementation of Air Navigation under the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (RPBANIP)

6.3.1 Follow-up to North American, Central American and Caribbean Working Group (NACC/WG) and North American, Central American and Caribbean Air Navigation Implementation Working Group (NAM/CAR ANI/WG)

6.3.1.1 Under WP/10, the Meeting was informed of the progress achieved by the Second Meeting of the ANI/WG, highlighting its conclusions, the actions taken by the E/CAR States and the follow-up to the results of the Fourth North American, Central American and Caribbean Working Group Meeting (NACC/WG/4).

6.3.1.2 The Secretariat recalled the Meeting the existing scheme for the implementation of air navigation in the NACC States/Territories as follows:

- the NACC/WG, which encompasses all air navigation fields (AGA, AIM, ATM, CNS, MET, SAR) and meets every three years, after the ICAO Assembly
- the NAM/CAR ANI/WG (encompassing only ATM, AIM, CNS) meets annually, excepting when the NACC/WG meeting is held
- the Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG) encompasses all air navigation areas (AGA, AIM, ATM, CNS, MET, SAR) for the E/CAR area specifically, and meets annually, excepting when the NACC/WG meeting is held

6.3.1.3 The ANI/WG, through its Task Forces, follows on the progress of the implementation of several regional priorities as established in the POS and the NAM/CAR RPBANIP. The achievements of the ANI/WG/02 Meeting were presented, highlighting:

- Agreement on reporting of fuel saving initiatives
- Harmonized and coordinated Performance-Based Navigation PBN and Air traffic flow management (ATFM) activities for the implementation by sub-regions, in accordance with the agreement of the Workshop on Regional Implementation on PBN airspace redesign and ATFM workshops, considering the need for a comprehensive approach to improve operational performance in the region
- The ANI/WG welcomed the support from all States and users (IATA) i.e. United States' Eastern Regional Task Group (ERTG), to provide recommendations on the highest priority infrastructure upgrades and airspace modifications to improve operations in the Caribbean; and IATA for proposing reduction and harmonization of the Longitudinal Separation Minima in the Flight Information Region (FIR) boundaries of the NAM/CAR Regions (Air Traffic Control (ATC) 40 NM separation by December 2016, 20 NM by December 2017 and 10 NM by December 2018).
- Follow-up and actions to streamline the work on Air traffic services inter-facility data communication (AIDC) implementation with the adoption of AIDC Implementation Checklist, NAM Interface Control Document (ICD) for use as Regional ICD, annex to Letter of Agreement (LOA) on AIDC implementation using NAM ICD and providing guidance on comparison of existing AIDC ICDs, and updating the AIDC Regional Implementation Plan
- The Automatic Dependent Surveillance – Broadcast (ADS-B) activities and deliverables: Regional Operational Concept for ADS-B use (CONOPS), proposal of a Surveillance System Plan, and guidance to conduct ADS-B trials. States support was requested to identify ADS-B data processing capabilities. Cuba offered its software for analysis of ADS-B data.
- The AIM Task Force (TF) has included all AIM activities for the implementation in terms of requirements of supporting documentation and ICAO guidelines in some AIM transition topics
- The progress on Aeronautical message handling system (AMHS) implementation was informed, and reflected in the AMHS Regional Implementation Plan; and the 2016 ATN application implementation workshop in Sint Maarten was announced
- Regarding Controller-Pilot Data Link Communication (CPDLC)/Automatic Dependent Surveillance - Contract (ADS-C) Implementation, the Meeting recognized the deliverables provided by the Global Operational Data Link Document (GOLD) TF, (considerations for the implementation of CPDLC and Action Plan template for CPDLC/ADS-C implementation) and agreed the

disbandment of this TF to continue the assistance through the CAR RLA/09/801 Project Technical Assistance Missions (TEAM)

- The Meeting discussed the difficulty for Regions and States to correlate their plans with the ICAO ASBU planning framework; provided a straightforward tool for States and Regions to determine how their particular air navigation improvements would address the ASBU implementation; agreed a metrics table for all ASBU Block 0 elements; reviewed the RPBANIP and inserted the agreed metrics in the appropriate places of the reviewed Air Navigation Report Form (ANRF)
- The Meeting stressed the importance that training is an essential element for skill development and human performance, as well as a key element for all planning, implementation, operation and improvement phases of aeronautical activities

6.3.1.4 Under WP/24, IATA recalled its requirement for optimization and harmonization of the longitudinal separation minima in the CAR/SAM FIRs boundaries, using the current ATC systems and infrastructure as agreed in the ANI/WG discussions. IATA commented that currently almost all CAR/SAM FIRs formally and informally agreed to optimize the separation minima in the FIRs boundaries, as shown in Figure 1:

- **Green:** FIRs/Air Navigation Services Provider (ANSPs) (Peru Brazil, Ecuador, Venezuela) that have already signed a new LOA with 40NM and/or are in process for it.
- **Red:** Red: FIRs/ANSPs (Haiti/Port-au-Prince FIR) that had no response.
- **Orange:** FIRs/ANSPs that were contacted and that informed to have not operational issue to optimize the longitudinal separation and update their LOAs with 40NM but that still need to coordinate an updated LOA.

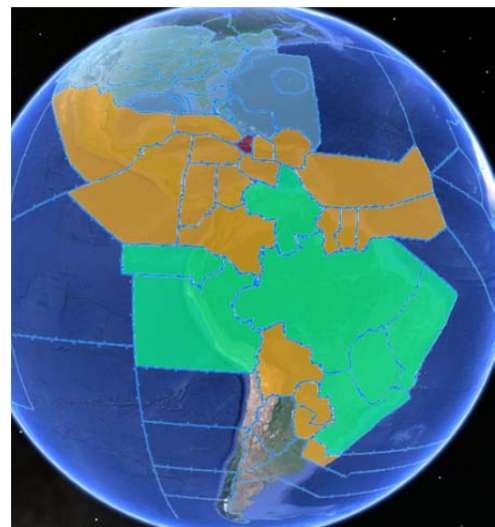


Figure 1

6.3.1.5 The ANI/WG PBN TF Rapporteur commented that this implementation is ongoing and that its completion is scheduled for 2016.

6.3.2 E/CAR/CATG/2 Meeting

6.3.2.1 Under WP/11, the E/CAR/CATG Chairperson provided an overview of the results of the Second E/CAR Civil Aviation Technical Group Meeting, including the implementation progress achieved to-date. The Meeting noted the recently elected E/CAR/CATG Chairperson Mrs. Shenneth Phillip from Antigua and Barbuda and congratulated the Group.

6.3.2.2 Similarly, the Meeting noted that the E/CAR/CATG/2 Meeting had agreed to support the Second NAM/CAR Air Navigation Implementation Working Group Meeting (ANI/WG/2) Conclusions as detailed under WP/11. The progress achieved by each one of the E/CAR/CATG Committees was explained, highlighting the following:

- a) ATM Committee:
 - o Review of Air Traffic Service(s) (ATS) coordination activities between VC Bird APP, Princess Juliana APP, San Juan CERAP and PIARCO ACC
 - o Updates to the Caribbean and North Atlantic Regional Supplementary Procedures (Doc 7030)
 - o Review of ATS LOAs
 - o Operational use of CPDLC and ADS-C in the E/CAR area
 - o Operational assistance for Argyle Airport Commissioning in Saint Vincent and the Grenadines

- b) AIM Committee
 - o Implementation of a PIARCO AIS/NOTAM Contingency Plan
 - o the group will work towards implementation of a Quality Management System (QMS) for AIS in the Eastern Caribbean
 - o The Central Flight Planning Unit is scheduled to be implemented early 2016

- c) AGA Committee
 - o Within the E/CAR, only 20 of the 34 (59%) international aerodromes are certified
 - o OECS should ensure that regulatory framework be established to allow for certification in accordance with Annex 14 - *Aerodromes*
 - o Two of the critical safety issues associated with aerodrome operations continue to be Runway Excursions (RE) and Runway Incursions (RI). Trinidad and Tobago has a functioning Runway Safety Team (RST). In this regard, all E/CAR States are urged to establish RSTs.

- d) MET activities: Contact has been established with the Caribbean Meteorological Organization (CMO). Actions and procedure still to be agreed.

- e) The progress of the CNS and SAR Committees were presented in WP/12 and WP/27 respectively.

6.3.2.3 Considering the existing support of runway safety matters from ACI, RASG-PA and United States, the Meeting agreed to consolidate these efforts with the E/CAR/CATG AGA Committee and formulated the following conclusion:

CONCLUSION

E/CAR/DCA/26/06 CONSOLIDATION OF EFFORTS TO SUPPORT RUNWAY SAFETY IMPLEMENTATION

That, considering the existence of various organizations supporting runway safety implementation, such as ACI, RASG-PA and United States, and in order to consolidate these efforts in the E/CAR States, the ICAO NACC Regional Office:

- a) coordinate a teleconference with ACI, RASG-PA, United States, the E/CAR/CATG AGA Committee Rapporteur and the E/CAR States before **end of January 2016**; and
- b) inform the E/CAR States on the results of this task and the subsequent assistance actions taken to the E/CAR/DCA/27 Meeting.

6.3.2.4 After the review of the E/CAR/CATG activities, the Meeting recognized the need for all E/CAR States/Territories to actively participate in the AGA and SAR implementation activities, and commented on the need to optimizing the structure of the E/CAR/CATG particularly for these two fields. The Meeting will conclude on the optimization of the E/CAR/CATG SAR and AGA Committees after receiving the next E/CAR/CATG/03 meeting results and recommendations formulated by the E/CAR/CATG.

6.3.2.5 Similarly, the Meeting noted the ongoing coordination between the CMO and the E/CAR/CATG on aeronautical meteorological activities. E/CAR States and Territories were urged to participate in the air navigation implementation activities led by the E/CAR/CATG.

6.3.2.6 WP/26 complemented the information provided by the E/CAR/CATG Chairperson with the achievements on the implementation of the Single E/CAR AIM Quality Management System (QMS), PIARCO NOTAM/AIS Contingency Plan and Filed Flight Plan (FPL) Error Resolution in the E/CAR area; highlighting:

- The agreement to implement a single AIM QMS certification for the Eastern Caribbean: Information and documentation has been exchanged and the fourth quarter of 2016 is anticipated for ISO 9001 2008 certification of their AIM QMS. In addition, Trinidad and Tobago is currently awaiting comments on a proposed amendment to the existing (LoAs), which have been prepared to reflect the inclusion of AIM QMS requirements
- The AIM Committee has convened a meeting to be hosted by Antigua and Barbuda from 2 to 4 March 2016 in order to develop action plans to assist States in meeting the POS targets, discuss proposed changes to the AIM LOAs in relation to the implementation of AIM QMS requirements; and review NOTAM, flight planning and Meteorology (MET) filing procedures
- The Meeting was informed of the PIARCO NOTAM/AIS Contingency Plan that will be implemented in accordance with the agreement between the Directors General of Trinidad and Tobago Civil Aviation Authority (TTCAA) and the Dutch Caribbean Air Navigation Service Provider (DC-ANSP) signed in 29 April 2014. The operational readiness demonstration of this implementation is expected for July 2016 and commissioning and full operation by the end of the third quarter 2016

- The results on the resolution of missing/duplicate and erroneous flight plans: E/CAR participated in a data collection and analysis activity from 13 September to 4 October 2015. Similarly, the progress on the implementation of the centralized FPL system was provided.

6.3.2.7 In this regard the Meeting approved the following conclusion:

CONCLUSION

E/CAR/DCA/26/07

E/CAR AIM IMPLEMENTATION MEETING

That, in order to support and expedite the implementation of AIM matters in the E/CAR area, including the activities for phase 1 of the AIM implementation and the PIARCO NOTAM/AIS Contingency Plan actions:

- a) E/CAR States and Territories designate their corresponding AIM experts/participants to the E/CAR AIM Meeting to be held in Antigua and Barbuda in March 2016; and
- b) Antigua and Barbuda cover the expenses of the participation of ICAO for their attendance and support to this meeting.

6.3.2.8 WP/27 presented the progress made by the E/CAR/CATG SAR Committee on the activities and development of an E/CAR Aviation Contingency Plan. The Meeting was informed that this Committee has engaged E/CAR States/Territories/International organizations in an effort to improve SAR services as follows:

- Trinidad and Tobago has created the Aeronautical SAR and Air Navigation Security (A-SAR and AN-SEC) Unit. The Unit is mandated to support the E/CAR Aviation Contingency Plan through preparedness, mitigation, response and recovery from emergencies. The A-SAR and AN-SEC Unit plans to outfit its Aeronautical Rescue Coordination Center (ARCC) and AN-SEC Operations Room by January 2016
- Trinidad and Tobago has developed an Aeronautical Search and Rescue (A-SAR) Operators Course. This course would be used to certify current Air Traffic Controllers as Aeronautical Search and Rescue Operators to function within the ARCC PIARCO. The first A-SAR Operators Course will begin in January 2016 with the expectation to have the A-SAR and AN-SEC Unit staffed 24/7 by April 2016
- A proposal was made for the implementation of a supplement communications means (a hotline) for emergency situations through the Multiprotocol Label Switching (MPLS) system to connect the E/CAR States to the PIARCO ARCC
- The E/CAR/CATG SAR Committee has held four webinars in October 2013, September 2014, May 2015 and November 2015. States are encouraged to ensure active participation in upcoming teleconferences, webinars and meetings
- The E/CAR/CATG SAR Committee conducted an operational visit/meeting with the United States Coast Guard, in San Juan, Puerto Rico on March 18-19, 2015

- The E/CAR/CATG SAR Committee attended several NAM/CAR/SAM Meetings/workshops as well as a Search and Rescue (SAR) exercise in Martinique on 12 November 2014, where valuable learnings were received and a draft LoA between Martinique and Trinidad and Tobago for Aeronautical SAR operations within the PIARCO FIR was submitted to Martinique for review
- The E/CAR/CATG SAR Committee participated in the Trinidad and Tobago Search and Rescue Region Working Group (TTSRR/WG), where it concluded on States developing National Plans and Regional Plans; and a Multilateral Agreement is before the relevant States for signatures after which the Working Group shall continue its SAR efforts as a formalized committee.

6.3.2.9 The Meeting recognized that the E/CAR/CATG SAR Committee continues to be challenged with the lack of State participation in the development of their activities and the E/CAR Aviation Contingency Plan. In this regard the following conclusion was formulated:

CONCLUSION

E/CAR/DCA/26/08 SAR POCS FOR SAR IMPROVEMENTS AND DEVELOPMENT OF THE E/CAR NATURAL DISASTER EMERGENCY PLAN

That, in order to ensure the appropriate participation and involvement of the necessary parties for the implementation of SAR improvements in the E/CAR area, as well as the completion of the E/CAR Natural Disaster Emergency Plan:

- a) ICAO, in coordination with the E/CAR/CATG SAR Committee Rapporteur, submit a letter by **15 January 2016** to the E/CAR States requesting the PoCs from the State, SAR executing bodies and any other involved entity necessary for the SAR improvements and E/CAR Natural Disaster Emergency Plan; and
- b) the E/CAR/CATG SAR Committee coordinate the different supports on SAR training and trial events and inform of an Action Plan for these improvements and the E/CAR Natural Disaster Emergency Plan by the E/CARDCA/27 Meeting.

6.3.2.10 Under WP/28 and P05, the Meeting was informed on the progress made by the NAM/CAR ANIWG PBN Task Force (TF) applicable to the E/CAR area. The Meeting was recalled that the E/CAR CATG/2 Meeting decided that the issues related to PBN implementation within the E/CAR area shall be handled under the NAM/CAR ANI/WG PBN TF and reported to the ATM Committee. Under this progress, the following was highlighted:

- a) The results of the 2014 PBN survey concluded in many deficient areas that the PBN TF is resolving for PBN implementation. This information was complemented with the results accomplished from the 2015 PBN survey as presented in **Appendix C** to this report
- b) The Workshop on Regional Implementation on Performance-Based Navigation (PBN) Airspace Redesign for the CAR Region, 4 to 8 May 2015, provided a platform for discussion between adjacent States/Territories and Organizations on airspace harmonization
- c) Trinidad and Tobago submitted a PBN Airspace Redesign Concept for the PIARCO FIR (Eastern Caribbean area) to the ICAO NACC Regional Office on 29 March 2015. Trinidad and Tobago advised that States/Territories/Organizations which had not already developed an airspace concept aligned with the PBN Concept for the area were free to use the document as a template for their own plans

- d) One of the major issues identified is the lack of expertise and training in PBN related matters. TF members were asked to contribute with any material they are authorized to share so that others may learn from it: NAV Canada provided PBN operational material, CANSO provided a PBN “Best Practices” document; and during the PBN Workshop held in Trinidad and Tobago, from 19 to 22 November 2015, United States distributed detailed training plans used by the FAA for training Air Traffic Controllers on PBN
- e) Trinidad and Tobago continues to provide technical assistance to the E/CAR States and Territories in the form of teleconferences, discussions/feedback on airspace plans, hosting of workshops and distribution of technical material etc.
- f) In 2014 and 2015, States and Territories were invited to participate in both PBN and ATFM ICAO Go TEAM Missions to Trinidad and Tobago, for knowledge and to obtain hands-on experience
- g) Trinidad and Tobago held several teleconferences with Brazil, Guyana, Suriname, United States (Miami FIR, San Juan FIR, New York FIR), CANSO, IATA and ICAO on plans for a re-design of the upper airspace routes that flow between North and South America, through the E/CAR area
- h) The CAR and SAM FIRs are coordinating with each other to accept IATA’s proposal of 40 NM longitudinal separation (utilizing Global Navigation Satellite System (GNSS) crossing their common boundaries. An airspace meeting is tentatively scheduled for 2016
- i) The benefits of PBN implementation are maximised by ATFM, as concluded from the ATFM/CDM workshop, 16 – 18 November 2015, and PBN Workshop, 19 - 22 November 2015. These workshops highlighted:
 - The need for Data sharing agreement amongst E/CAR States/Territories and adjacent FIRs
 - The need for coordination/harmonization of airspace/route designs and separation standards with adjacent units, including those outside of the PIARCO FIR
 - Lack of resources (funding, human resources) to adequately pursue implementation of ATFM and PBN initiatives
 - Lack of the Collaborative Decision Making (CDM) process with critical stakeholders (airspace users, aerodrome operators, regulatory bodies, MET etc.) in developing State Air Navigation Plans
 - Ineffective communication means for E/CAR discussion on ATM issues were identified

6.3.2.11 The Secretariat recalled the RLA/09/801 Project support through PBN TEAMS, fellowships and Subject Matter Experts (SMEs) for conducting the PBN ATS Route Planning/Airspace Design meetings for consideration of the PBN TF.

6.3.2.12 The Meeting recognized the new approach for PBN implementation, the joint work with IATA for this purpose, and that E/CAR States/Territories should send their preliminary working/draft airspace concept plans to the ATM Committee Rapporteur by 20 January 2016, in order to be considered in the Airspace Design meeting scheduled for first quarter of 2016. In this regard the Meeting agreed on the following conclusion:

CONCLUSION

E/CAR/DCA/26/09

CONSOLIDATED PBN ATS ROUTE REVIEW IMPLEMENTATION MEETING

That, in order to support and ensure full participation of the Administrations involved in the review of the PBN ATS routes for the E/CAR area, IATA, ICAO and the ANI/WG PBN TF Rapporteur coordinate the Meeting to be hosted by IATA in the first half of 2016, agreeing and timely submitting the corresponding invitation to the States/ANSPs involved by **8 January 2016**.

6.3.2.13 Under IP/12, the Meeting took note of the activities on ATFM implementation conducted by Trinidad and Tobago in the PIARCO FIR.

6.3.3 E/CAR Communications Network Performance and Radar Data Sharing Implementation

6.3.3.1 Under WP/12, the E/CAR/NTG Rapporteur provided an overview of a) the surveillance data sharing activities achieved; b) an update to the surveillance implementation plan; and c) the Eastern Caribbean (E/CAR) Aeronautical Fixed Services (AFS) Network. From this overview the following was highlighted:

- The French Civil Aviation has donated and installed eleven computers (IRMA) as part of the Implementation of Radar Data Display Phase 1. The E/CAR users that implemented these displays have provided very positive replies on the performance and usefulness of this equipment, allowing a significant enhancement of situational awareness in their corresponding ATS airspaces
- The Implementation Plan was updated based on the recent events on radar data sharing matters, and with the actions for radar data exchange with the adjacent FIRs as part of the process to enhance the (Multi-Radar Tracking) MRT data for E/CAR users (San Juan, Sint Maarten) and Venezuela. Similarly, the E/CAR Radar Data Sharing (RDS) participants recognized the need to confirm the commitment of the States for Phase II of the implementation for the tender and acquisition of the final radar displays, so the following revised milestones are presented in the Implementation Plan as follows:
 - Integration of Barbados Radar: January - March 2016
 - Integration of Antigua and Barbuda Radar: June - December 2016
 - Integration of Sint Maarten Radar: January - October 2016
 - Evaluation of integrating United States radars: January-August 2016
 - Other radar integration (Venezuela): December 2015 - December 2017
 - ECAR Radar Display Acquisition Tender - preparation of Request For Proposal (RFP): February - March 2016
 - E/CAR Radar Display (RD) Tender- process: March – April 2016
 - E/CAR RD implementation: July - December 2016
 - Preparation for ADS-B trials: October 2015 - November 2016
- Regarding the E/CAR AFS Network Performance, E/CAR users agreed that the network was globally compliant with consistently good performance and availability. Feedback on faults has been excellent, which has provided a high level of confidence in the network. The new

dedicated MEVA telecommunications network circuit required for radar exchange between San Juan and Sint Maarten, and the voice circuits to Anguilla, Antigua and Saint Kitts and Nevis are already installed. The configuration of the E/CAR/AFS router in San Juan is completed and now operating

6.3.3.2 In this regard, the Meeting congratulated the effective work of the E/CARNTG Group on the Network improvements and performance, and the implementation of Phase I of the Radar Data Display. It concluded that the E/CAR/NTG has fulfilled its work as mandated by the E/CAR DCAs and therefore, agreed to keep the ECARNTG just for the next meeting in 2016, passing its Network functions to the E/CAR CNS Committee. Similarly, the Meeting formulated the following conclusion for the Phase II of the radar data Display implementation:

CONCLUSION

E/CAR/DCA/26/10 APPROVAL OF E/CAR RADAR DATA SHARING IMPLEMENTATION PLAN- PHASE II

That, considering the achievement of the Phase I of the E/CAR Radar Data Sharing and an appropriate time for the States to become familiarized with the Phase I Radar display:

- a) ECCAA, as representative of the participating OECS States in the Radar Data Sharing activities, confirm its commitment for Phase II providing the necessary users' requirements by **31 January 2016**; and
- b) the E/CAR/DCA approve the E/CAR Radar Data Sharing Phase II Implementation Plan as presented in the Appendix of WP/12

6.3.4 Air Navigation Reporting and Monitoring Implementation Progress

6.3.4.1 Under WP/13, the Secretariat presented the ICAO activities to report and to monitor the progress on the implementation of air navigation targets in the NAM/CAR Regions, according to the mechanism established by the GREPECAS and the ANI/WG. Comments were provided on the Regional Performance Dashboards, the Global Annual Air Navigation Report (http://www.icao.int/airnavigation/Documents/ICAO_Air_Navigation_Report_2015_Web.pdf), the implementation of Air Navigation Reporting Forms and the e-ANP.

6.3.4.2 The Secretariat recalled that the GREPECAS/17 Meeting considered that the PPRC is responsible for the collection, monitoring and reporting progress on operational improvement implementation in the CAR/SAM Regions through the Regional Offices. In order to support this monitoring and reporting process by the PPRC, the following activities have been taken:

- a) The ICAO NACC Regional Office collects information on the air navigation progress through regional implementation groups, such as the NAM/CAR ANI/WG.

- b) During the ANI/WG/2, the meeting identified that only few States have developed their air navigation performance-based plans and are using ASBU methodology. Accordingly, a review and improvement of the Air Navigation Report Form (ANRF) was made in order to promote its implementation by the States, including an air navigation metrics analysis and a better understanding of the concepts, for the facilitation of the national target measuring process and the operational benefits.
- c) A prototype on RPBANIP - ANP Vol III air navigation targets is being developed to show the NAM/CAR Region's progress on target achievement. This prototype shall show each individual the RPBANIP targets and be made available on the ICAO NACC Regional Office Website.

6.4 Regional Action Plan on States' CO2 Emission Reduction Activities in Aviation and Their Implementation

6.4.1 Under WP/14, the Secretariat presented a summary of current ICAO activities related to initiatives to assist States with the preparation of action plans on CO2 emission reduction, stemming from international civil aviation and the associated ICAO 38th Session Assembly Resolution A38-18. It was emphasized that the action plans are a planning and reporting tool for States to communicate information on their activities to address CO2 emissions from international civil aviation to ICAO. The level of detail of the information contained in an action plan will ultimately enable ICAO to compile global progress towards meeting the goals set by Assembly Resolution A38-18.

6.4.2 The Secretariat briefed on the following assistance mechanisms provided by ICAO with a) Technical transfer; b) Technical support; c) Guidance on the Development of States' Action Plans on CO2 Emissions Reduction Activities (Doc 9988) and d) Web Interface and seminars. Similarly, the Meeting noted the status of current coordination with IATA through the ANI/WG on reporting of fuel saving initiatives resulting from PBN implementation in the CAR Region.

6.4.3 Under IP/10, the United States provided an overview of its Greenhouse Gas (GHG) Emissions Reduction Plan detailing United States Government (USG) measures to reduce aviation GHG emissions through: improved airframe and engine technology, more efficient aircraft operations, development and deployment of alternative jet fuels and policies, and standards and market-based measures, all in support of working towards the aspirational goal of carbon-neutral growth for United States commercial aviation by 2020, using 2005 emissions as a baseline. The USG has prepared this State Action Plan as an update to the 2012 United States Aviation Greenhouse Gas Emissions Reduction Plan.

6.4.4 Finally, the Meeting encouraged States to submit their voluntary action plans outlining their respective policies and actions, and annually reporting international aviation CO2 emissions to ICAO.

6.5 Other Air Navigation Matters

6.5.1 Under WP/25, IATA recalled the application of the basic principles on which to base the recovery of costs for the provision of airport and air navigation facilities and services as established in ICAO policies on charges in Doc 9082. IATA commented on the status implementation of ICAO's policies in the CAR region and awareness of such policies and proposed the basic principles be a priority of implementation for the period 2017-2019. IATA has developed position papers on infrastructure charges and economic regulation, which provide a sound interpretation of ICAO's policies on charges and describes best practices for implementing them. Papers on IATA's position on charges are available at: <https://www.iata.org/policy/charges/pages/airport-atc-charges.aspx>.

6.5.2 The Meeting took note of IATA position on this matter.

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

7.1 Aviation Security and Facilitation Activities in the NAM/CAR Regions

7.1.1 Under WP/15, the Secretariat informed on training and assistance activities in the NAM/CAR States oriented to promote and improve implementation of Annex 9 – *Facilitation* and Annex 17 – *Security provisions* as follows:

- AVSEC Risk Management Workshops were provided under the ICAO regular training programme through the Aviation Security Training Centres (ASTC) network in the NAM/CAR and SAM Regions
- ICAO updated the Aviation Security Training Packages (ASTP) for AVSEC instructor courses and for the Air Cargo and Mail Security Course
- Annual regional seminars were conducted for NAM/CAR and SAM regions
- The Hemispheric Workshop on Best Practices for Travel Document Security and Identity Management was held in Miami, United States, in February 2014
- The Eleventh Symposium and Exhibition on Machine Readable Travel Documents (MRTDs) was held at ICAO Headquarters, from 14 to 16 October 2015
- A Cargo and Mail Security Course was held under the ICAO/Canada Programme hosted by Trinidad and Tobago in November 2015

7.1.2 Similarly, the Meeting was informed of other assistance activities and the planning of other training such as:

- Guidance was developed for National Air Transport Facilitation Programme (NATFP) (Doc 9957 – *Facilitation Manual*) as well as a Model National Air Transport Facilitation Programme (Doc 10042)
- the ICAO NACC Regional Office implemented a State improvement plan for ECCAA, from 2012 to mid-2014, involving on-site evaluation visits and courses to jointly develop proposals to improve the legal framework and AVSEC programmes adapted to the reality of the organization
- It is expected that through CASSOS and the support of one State, a FAL Seminar for the Caribbean Region will be organized for the first semester of 2016
- with the support of ECCAA, a course on cargo and mail security will be carried out in St. John's, Antigua and Barbuda in February 2016

7.1.3 Considering the information mentioned above, it is important that Eastern Caribbean States update, approve, and/or implement their National Civil Aviation Security Programme (NCASP) considering the latest Amendments to Annex 17 – *Security*, and include within their regulations and/or NCASP the establishment of a National Aviation Security Committee (NCASC). Finally, E/CAR States were urged to reply to ICAO State Letters on the validity of non-machine readable passports, compliance with Annex 9 Standard 3.10.1, Annex 9 Amendment 25 proposal, and the adoption of Annex 17 Amendment 14.

7.2 ICAO/Latin American Civil Aviation Commission (LACAC) NAM/CAR/SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG)

7.2.1 Under WP/16, the Meeting was informed on the results of the 5th Meeting of the AVSEC/FAL/RG, held at the ICAO South American (SAM) Regional Office in Lima, Peru, from 3 to 5 June 2015. This Meeting was preceded by a two-day Regional Seminar on Aviation Security (AVSEC/SEM). The Meeting took note of the status of the 8 conclusions agreed from the AVSEC/FAL/RG/5 Meeting as follows:

- Conclusion 5/1, *Universal Security Audit Programme and Continuous Monitoring Approach (USAP-CMA)*: none of the ICAO Member States from ECCAA have signed the two originals of the Memorandum of Understanding (MoU)
- Conclusion 5/2, *Aviation Security Management Systems programme*: States interested in implementing Security Management Systems (SeMSs), that establish short and medium-term objectives, may share and report to the joint Secretary of the group their pilot progress implementation by the end of January 2016
- Conclusion 5/3, *Coordination between States to standardize their aviation security systems audit procedures programme*: the project –coordinated by Brazil– will share information on the status to standardize the aviation security system audit procedures programme by the end of January 2016, as well as a final report in the next meeting of the group
- Conclusion 5/4, *Questionnaire on Facilitation and use of Machine Readable Travel Documents (MRTDs)*, and the implementation of Annex 9 – *Facilitation* and MRTDs Standards: Antigua and Barbuda, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, and Trinidad and Tobago, are requested to take prompt action and to respond to State Letter EMX1044, dated 30 October 2014, as a reminder of State Letter EC6/3-12/70, dated 31 December 2012
- Conclusion 5/5, *Best Facilitation Practices Database*: ongoing
- Conclusion 5/6, *Facilitation training material*: the Aviation Security Training Centre (ASTC) CIASA is working on the development of the Facilitation Training Material Programme, and the Instructor’s Guide and the Reference Material for Participants will be submitted by 31 January 2016 for assessment of the AVSEC/FAL/RG
- Conclusion 5/7, *AVSEC/FAL/RG Programme of activities and the Strategic Plan of the Regional Group*: ongoing
- Conclusion 5/8, *Response by States to ICAO State Letters*: the Meeting agreed that representatives of AVSEC and FAL will elevate this conclusion to their respective authorities, to reply in a timely manner all ICAO State Letters related with AVSEC and FAL issues, in a permanent way

7.3 Universal Security Audit Programme (USAP) Continuous Monitoring Approach (USAP-CMA)

7.3.1 IP/05 provided a general overview of the implementation of the ICAO Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA) methodology.

7.4 Other Aviation Security and Facilitation Matters

7.4.1 Under WP/23 and P/04, the United States/Transportation Security Administration (TSA) briefed the Meeting on their approach for mitigating international inbound risk associated with attack methods of concern. The United States utilizes risk analysis techniques to incorporate intelligence-driven, risk-based security procedures and improve the use of aviation security countermeasures. The briefing included explanation of non-metallic Improvised Explosive Devices (IEDs) designed to circumvent conventional security measures with a view toward detonating these on board aircraft and other existing vulnerabilities.

7.4.2 This approach allows the United States to deliver the most effective security in the most efficient manner, focusing resources on lesser known and higher risk threats; and enables TSA to prioritize the allocation of limited resources according to risk in order to mitigate vulnerabilities and enhance aviation security.

7.4.3 The United States commented that while individual States can reduce risk by enhancing security at their airports, they are hindered by limited resources to address risk and support mitigation activities in the international arena. As such, optimal effectiveness for increasing global aviation security requires coordinated action among like-minded partners. Such partners may include other States, as well as regional or global multilateral bodies. Donor States should collaborate to:

- Establish a common understanding of threats, vulnerabilities, and root causes of deficiencies
- Discuss regional priorities and methodologies for determining priorities
- Examine methods to measure aviation security effectiveness and support sustainment activities

7.4.4 In this regard the Meeting thanked the United States/TSA for their support in the E/CAR area, as reflected in:

- participating with CASSOS on AVSEC matters, including training of inspectors and the development of an insider threat database
- assistance to States/Territories with a workshop on risk work programmes with Trinidad and Tobago
- joint work with France/Guadeloupe on AVSEC matters

Agenda Item 8 Regional Technical Cooperation

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

8.1.1 Under WP/17, the Secretariat informed on the progress and achievements (outcomes and deliverables) of the Technical Cooperation Project RLA/09/801 in its Phase I, and highlighted the changes foreseen in Phase II scheduled from 2016 to 2020. The Meeting recalled that the Project is envisioned as a tool for member States to streamline air navigation implementation matters while contributing to the social and economic development of participating States/Territories. Also, –the Meeting noted that the Project met the needs of participating member States/Territories with satisfactory cost-effective results provided, as concluded during its Fourth Project Steering Committee Meeting, held in Kingston, Jamaica in May 2015.

8.1.2 July 2016 will bring to an end Phase I of the project. The Meeting was informed on the current work of the Project Evaluation Commission, led by United States, recognizing that Phase II of the Project will attempt to build upon the successes and expand the activities to reflect the goals of the ICAO strategic objectives and regional activities, as well as allowing the Project to diversify its activities consistent with member States/Territories priorities. The activities are being designed and delivered to meet the GANP, the GASP, the Port-of-Spain Declaration and the NACC NCLB Strategy air navigation and safety targets. The Project Evaluation Commission also concluded that the programme fellowships and Technical Expert Assistance Missions (RLA/09/801 TEAMS) were highly successful and should continue.

**8.2 Project RLA/03/902 "Transition to GNSS in the CAR/SAM Regions –
SACCSA" Phase III – Transition to GNSS/SBAS in the CAR/SAM Regions
– SACCSA - Project Results**

8.2.1 Under IP/06, the Secretariat presented the conclusion and final results of the SACCSA RLA/03/902 Project with respect to the study of an own Space/Satellite-based Augmentation System (SBAS) for the CAR/SAM Regions, detailing activities carried out, the conclusion of the Work Packages and compliance with objectives. The objective of the Project was “to develop and plan technical, financial, operational and institutional aspect of a SBAS system for the CAR/SAM Regions”. The Meeting was informed that States may contact the ICAO NACC Regional Office for further details about the results of the SACCSA Project.

8.3 Other Regional Technical Cooperation Matters

8.3.1 No other business was discussed.

Agenda Item 9 Training Matters

9.1 Second NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/2)

9.1.1 Under IP/07, the Secretariat referred to the Second NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/2), held at the ICAO NACC Regional Office, Mexico City, Mexico, from 2 to 5 December 2014. The Meeting report is available at: <http://bit.ly/1MSyK1G>. This Group is responsible in the NAM/CAR Regions for recommending a framework for harmonization of aviation training, including training programmes, quality assurance aspects, instructor qualifications, and training centres coordination; promoting the association of training organizations; establishing a mechanism to analyse aviation training needs and capacities considering the NAM/CAR Training Plan and the existing implementation groups for State training needs; and providing assistance for improving training matters for States and training organizations. The Secretariat is coordinating with the Rapporteur (Dominican Republic) the dates in 2016 for the NAM/CAR/CATC/WG/3 Meeting.

9.2 Regional Aviation Training and TRAINAIR Plus Symposium

9.2.1 IP/08 from the Secretariat referred to the results of the Regional Aviation Training and TRAINAIR Plus Symposium held in Trinidad and Tobago, from 29 September to 1 October 2015. These results are available at: <http://bit.ly/1PkW6xc>

9.3 Other Training Matters

9.3.1 Under WP/20, the Secretariat informed on the status of the TRAINAIR Plus Programme (TPP) and the most relevant activities carried on in 2015, highlighting:

- the achievements of the ICAO Global Aviation Training (GAT) Office in assessing and assistance to the Civil Aviation training Centres
- the current CAR membership under the TRAINAIR Plus network of Training Centres (associate, full and Regional Training Centres of Excellence - RTCE).
- the development of the Standardized Training Packages (STPs)
- the Second Edition of the Global Aviation Course Catalogue 2015 (<http://www.icao.int/Training/TrainairPlus/Documents/GAT%20Course%20Catalogue-final.pdf>)
- the number of trained persons in 2015 (273)
- the Regional Aviation Training and TRAINAIR Plus Symposia
- the new membership for TRAINAIR Plus Affiliated member

9.3.2 The Secretariat informed the Meeting of the support by the Training Center of South Korea for assistance with training in the CAR Region, and of the need for training centres to include management and leadership courses for aviation staff in the development of the courses. United Kingdom seconded the Secretariat's motion for these courses, particularly for the development and benefit of Civil Aviation Directors.

9.3.3 Considering the number of existing training Centres in the CAR Region, the cost involved to properly maintain a Civil Aviation Training Centre and the existing demand of training, the Meeting concluded on the need for a regional approach on training to count with a full coverage, cost effective and harmonized training system for the CAR Region. The United States emphasized that this approach shall also permit FAA's training assistance to the States in a more efficient and prioritized way. ECCAA commented that for this approach, sending an instructor to a specific sub-region is more cost-effective for several States due to the reduction of travelling costs.

9.3.4 Trinidad and Tobago informed that its Training Centre has recently supported OECS States sending instructors for several courses. France is also supporting training for the E/CAR States.

9.3.5 In this regard, the Meeting agreed that the NAM/CAR/CATC/WG should evolve into a training association, formulating the following conclusion:

CONCLUSION

E/CAR/DCA/26/11

CAR TRAINING ASSOCIATION AND IMPROVEMENT TO TRAINING PROVISION IN THE E/CAR AREA

That, in order to enhance, consolidate and optimize the training provision in the CAR Region:

- a) the NAM/CAR/CATC/WG start working to become a training association by its next meeting in 2016, including the analysis to channel other external training centre assistance in a prioritized way;
- b) the E/CAR Training Centres include management and leadership courses in their 2016-2020 courses; and
- c) the E/CAR Training Centres enhance training effectiveness by increasingly sending instructors as needed to train a group of interested States.

Agenda Item 10

Other Business

10.1 ICAO Financial Situation and Outstanding State Contributions

10.1.1 The Secretariat presented WP/18, mentioning information related to ICAO's financial situation and outstanding contributions as at 31 October 2015, for consideration by the corresponding States.

10.1.2 The Meeting was informed that with regard to the payment currency, even though assessments are quoted in two separate amounts and expressed in different currencies, namely CAD and USD, which is due to the Assembly resolution to protect the Organization against significant changes in the exchange rate between CAD and USD, both quantities are payable. Notwithstanding, they 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. The exchange rates are published on a monthly basis by the United Nations and are applicable at the moment of making the bank transfer or when ICAO receives the payment by cheque. Current monthly exchange rates are available at any ICAO office or other agency of the United Nations system, such as UNDP, which has national offices in nearly all States of the Region. 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.

10.1.3 The Secretariat urged States to take necessary measures to fulfill financial obligations to ICAO in an urgent manner. ICAO depends on the State assessments to carry out its mandate.

10.2 Host and Dates for Future E/CAR/DCA Meetings

10.2.1 Under WP/19, the Meeting was reminded of the rotational scheme for States and Territories hosting the meetings of Directors of Civil Aviation of the Eastern Caribbean, observing that the Twenty-Seventh Meeting of Directors of Civil Aviation of the Eastern Caribbean Region should be held in a Territory of United Kingdom in December 2016. The United Kingdom noted possible difficulties in hosting this important meeting in 2016.

10.2.2 After further discussion, two options were presented: a) France expressed the possibility of hosting the next E/CAR/DCA Meeting; and b) to combine the E/CAR/DCA Meeting with the C/CAR/DCA Meeting. The Secretariat commented that as past C/CAR/DCA Meetings, the CAR RLA/09/801 Project Steering Committee Meeting will be held in conjunction with this DCA Meeting. All E/CAR States are members of the RLA/09/801 Project. In this regard, to reduce travelling costs and establish a venue for the next E/CAR/DCA Meeting, the Meeting requested ICAO to seek the possibility of conducting the next ECAR/DCA Meeting together with the C/CAR/DCA/15 Meeting, which will be held in Bahamas from 10 to 12 May 2016. United Kingdom undertook to seek approval to cover the additional costs, if any, resulting from combining the meetings. In this regard the following decision was formulated:

DECISION

E/CAR/DCA/26/12

**CONSOLIDATION OF THE E/CAR/DCA/27 MEETING WITH THE
C/CAR/DCA/15 MEETING**

That, in order to optimize costs and ensuring greater attendance, while considering the convenience of combining DCA Meetings in 2016, ICAO coordinate by **15 January 2016** the possibility of consolidating the E/CAR/DCA/27 Meeting with the C/CAR/DCA/15 Meeting.

10.3 Other Business

10.3.1 Under WP/29, the Secretariat emphasized the proactive and timely interchange of communications between ICAO Member States and ICAO. ICAO is aware that due to the nature of the International civil aviation business it is necessary to disseminate a great number of documents including State Letters, which sometimes overwhelms the Civil Aviation Authorities by requesting actions within short deadlines. Therefore, ICAO NACC Regional Office took action in this regard by elevating this Regional concern to ICAO Headquarters.

10.3.2 The Secretariat urged the Meeting to implement measures to improve the timeliness and level of response to ICAO State Letters, and respond to ICAO State Letters 2015/50 and 2015/61.

**APPENDIX A
EXECUTIVE LIST OF CONCLUSIONS/DECISIONS**

Number	Conclusion/Decision	Responsible for action	Deadline
26/1	<p>DEVELOPMENT OF PIARCO FIR AGREEMENT That, in order to reactivate the discussions towards the development of the PIARCO FIR agreement:</p>		
	<p>a) Barbados, France, ECCAA and United Kingdom <u>inform</u> Trinidad and Tobago of concerns and other issues to be included on <u>this agreement</u> relating to the FIR and suggestions/proposed solutions on way forward by 18 December 2015; and</p>	Barbados, France, ECCAA and United Kingdom	18 December 2015
	<p>b) Barbados, France, ECCAA, United Kingdom, and Trinidad and Tobago, based on the information from item a) above, define an <u>action plan</u> for completing the development of this agreement by 15 January 2016, maintaining the ICAO NACC Regional Office informed of developments.</p>	Barbados, France, ECCAA, United Kingdom, and Trinidad and Tobago	15 January 2016
26/2	<p>IMPROVED EFFECTIVENESS TO ACCOMPLISH MEETING CONCLUSIONS AND AGREEMENTS That, to effectively accomplish meeting conclusion and agreements, the States and Territories involved in any DCA meeting inform ICAO of any concerns (budget, political will, lack of qualified staff, etc.) that may affect the accomplishment of the proposed conclusions and agreements, no more than <u>45 days</u> after any DCA Meeting and prior to the approval of the final report of the corresponding DCA Meeting.</p>	States and Territories involved in any DCA meeting	Permanent
26/3	<p>FOLLOW-UP AND PARTICIPATION IN THE CAPSCA PROJECT That, in order to follow-up the actions and recommendations made by the CAPSCA Assistance visits and enhance the participation in the CAPSCA Project:</p>		
	<p>a) Antigua and Barbuda, Saint Kitts and Nevis and Saint Lucia <i>consider joining the CAPSCA Project</i> by submitting the ICAO NACC Regional Office their notification;</p>	Antigua and Barbuda, Saint Kitts and Nevis and Saint Lucia	E/CAR/DCA/27 Meeting or NACC/DCA/6 Meeting

Number	Conclusion/Decision	Responsible for action	Deadline
	b) Barbados and Trinidad and Tobago report their <u>follow-up to the CAPSCA Assistance visit</u> to the ICAO NACC Regional Office by 29 January 2016 ; and	Barbados and Trinidad and Tobago	29 January 2016
	c) Grenada and Saint Vincent and the Grenadines consider <u>requesting CAPSCA Assistance visit</u> by submitting ICAO NACC Office their request by 19 February 2016 .	Grenada and Saint Vincent and the Grenadines	19 February 2016
26/4	UPDATE OF GANDD DEFICIENCIES That, in order to provide effective assistance under the NACC NCLB strategy for the resolution of GANDD deficiencies, if not done so through the NCLB activities:		
	a) E/CAR States <u>review and update their corresponding outstanding GANDD deficiencies</u> by 29 February 2016 ; and	E/CAR States	29 February 2016
	b) the ICAO NACC Regional Office contact each GANDD PoC to review each outstanding deficiency after receiving the information requested in a) and exchange the results of this review.	ICAO NACC Regional Office	E/CAR/DCA/27 Meeting or NACC/DCA/6 Meeting
26/05	DEVELOPMENT AND APPROVAL OF THE CAR/SAM REGIONS e-ANP That, in order to streamline the development and approval process of the CAR/SAM Region's e-ANP:		
	a) the E/CAR e-ANP PoCs <u>coordinate</u> with the ICAO NACC Regional Office <u>the updates and national requirements</u> to be included in the CAR/SAM Regions e-ANP; and	E/CAR e-ANP PoCs	Approval of CAR/SAM e-ANP
	b) E/CAR States <u>coordinate</u> with ICAO the <u>approvals of the Proposals for Amendments (PfAs)</u> that will be sent by ICAO in accordance with the action plan for the CAR/SAM Region's e-ANP.	E/CAR States	Approval of CAR/SAM e-ANP
14/6	CONSOLIDATION OF EFFORTS TO SUPPORT RUNWAY SAFETY IMPLEMENTATION That, considering the existence of various organizations supporting runway safety implementation, such as ACI, RASG-PA and United States, and in order to consolidate these efforts in the E/CAR States, the ICAO NACC Regional Office:		

Number	Conclusion/Decision	Responsible for action	Deadline
	a) <u>coordinate a teleconference with ACI, RASG-PA, United States</u> , the E/CAR/CATG AGA Committee Rapporteur and the E/CAR States before end of January 2016 ; and	ICAO NACC Regional Office	before end of January 2016
	b) <u>inform</u> the E/CAR States on the <u>results</u> of this task and the subsequent assistance actions taken to the E/CAR/DCA/27 Meeting.	ICAO NACC Regional Office	E/CAR/DCA/27 Meeting
26/07	E/CAR AIM IMPLEMENTATION MEETING That, in order to support and expedite the implementation of AIM matters in the E/CAR area, including the activities for phase 1 of the AIM implementation and the PIARCO NOTAM/AIS Contingency Plan actions:		
	a) E/CAR States and Territories <u>designate</u> their corresponding <u>AIM experts/participants</u> to the E/CAR AIM Meeting to be held in Antigua and Barbuda in March 2016; and	E/CAR States and Territories	March 2016
	b) Antigua and Barbuda <u>cover the expenses of the participation of ICAO</u> for their attendance and support to this meeting	Antigua and Barbuda	March 2016
26/08	SAR POCS FOR SAR IMPROVEMENTS AND DEVELOPMENT OF THE E/CAR NATURAL DISASTER EMERGENCY PLAN That, in order to ensure the appropriate participation and involvement of the necessary parties for the implementation of SAR improvements in the E/CAR area, as well as the completion of the E/CAR Natural Disaster Emergency Plan:		
	a) ICAO, in coordination with the E/CAR/CATG SAR Committee Rapporteur, <u>submit a letter</u> by 15 January 2016 to the E/CAR States requesting the PoCs from the State, SAR executing bodies and any other involved entity necessary for the SAR improvements and E/CAR Natural Disaster Emergency Plan; and	ICAO, in coordination with the E/CAR/CATG SAR Committee Rapporteur	15 January 2016

Number	Conclusion/Decision	Responsible for action	Deadline
	b) the E/CAR/CATG SAR Committee <u>coordinate the different supports on SAR training and trial events</u> and inform of an Action Plan for these improvements and the E/CAR Natural Disaster Emergency Plan by the E/CARDCA/27 Meeting.	E/CAR/CATG SAR Committee	E/CARDCA/27 Meeting.
26/09	CONSOLIDATED PBN ATS ROUTE REVIEW IMPLEMENTATION MEETING That, in order to support and ensure full participation of the Administrations involved in the review of the PBN ATS routes for the E/CAR area, IATA, ICAO and the ANI/WG PBN TF Rapporteur <u>coordinate the Meeting</u> to be hosted by IATA in the first half of 2016, agreeing and timely submitting the corresponding invitation to the States/ANSPs involved by 8 January 2016 .	IATA, ICAO and the ANI/WG PBN TF Rapporteur	8 January 2016
26/10	APPROVAL OF E/CAR RADAR DATA SHARING IMPLEMENTATION PLAN- PHASE II That, considering the achievement of the Phase I of the E/CAR Radar Data Sharing and an appropriate time for the States to become familiarized with the Phase I Radar display:		
	a) ECCAA, as representative of the participating OECS States in the Radar Data Sharing activities, <u>confirm its commitment for Phase II</u> providing the necessary users' requirements by 31 January 2016 ; and	ECCAA	31 January 2016
	b) the E/CAR/DCA approve the E/CAR Radar Data Sharing Phase II Implementation Plan as presented in the Appendix of WP/12	E/CAR/DCA	31 January 2016
26/11	CAR TRAINING ASSOCIATION AND IMPROVEMENT TO TRAINING PROVISION IN THE E/CAR AREA That, in order to enhance, consolidate and optimize the training provision in the CAR Region: a) the NAM/CAR/CATC/WG <u>start working to become a training association</u> by its next meeting in 2016, including the analysis to channel other external training centre assistance in a prioritized way;	NAM/CAR/CATC/WG	NAM/CAR/CATC/WG/3 meeting

Number	Conclusion/Decision	Responsible for action	Deadline
	b) the E/CAR Training Centres <u>include management and leadership courses</u> in their 2016-2020 courses; and	E/CAR Training Centres	NAM/CAR/CATC/WG/3 meeting
	c) the E/CAR Training Centres enhance training effectiveness by increasingly sending instructors as needed to train a group of interested States.	E/CAR Training Centres	NAM/CAR/CATC/WG/3 meeting
26/12	<p>CONSOLIDATION OF THE E/CAR/DCA/27 MEETING WITH THE C/CAR/DCA/15 MEETING</p> <p>That, in order to optimize costs and ensuring greater attendance, while considering the convenience of <u>combining DCA Meetings in 2016</u>, ICAO coordinate by 15 January 2016 the possibility of consolidating the E/CAR/DCA/27 Meeting with the C/CAR/DCA/15 Meeting.</p>	ICAO	15 January 2016

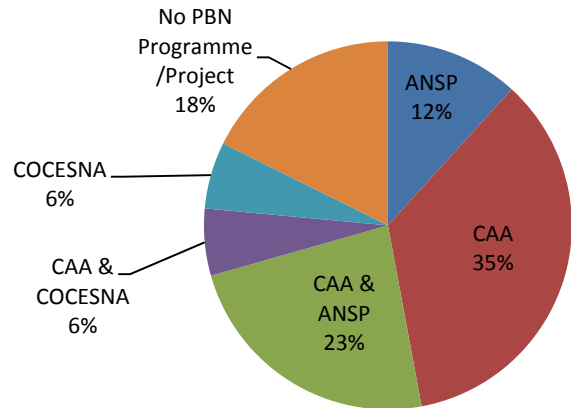
APPENDIX B
E/CAR E-ANP POINTS-OF-CONTACT

State	Name	Position	Email, Telephone number
Anguilla	Mark Denney	IFP & CNS Inspector	Mark.denney@airsafey.aero Tel: +44 (0)1293 897005
Antigua and Barbuda	Shenneth Phillips	Dep. Chief Air Traffic Service	shenneth.phillips@ab.gov.ag Tel:+ 268-562-0301
Barbados	Suzanne Griffith	Technical Officer, training and systems	Suzanne.griffith@barbados.gov.bb Tel: 246 428-6667
British Virgin Islands	Mark Denney	IFP & CNS Inspector	Mark.denney@airsafey.aero Tel: +44 (0)1293 897005
French Antilles	Olivier Jouans	Director of ATM services	Olivier.jouans@aviation-civile.gouv.fr Tel:+ 596 696 70 5147
Grenada	Roselyn Charles	Manager ATS	Roselyn.charles@gov.gd Tel: + 473-444 4555 ext 2026
Montserrat	Mark Denney	IFP & CNS Inspector	Mark.denney@airsafey.aero Tel: +44 (0)1293 897005
Saba	G.J. (Gloria) Hooplot, MA	ICAO Focal Point	E-mail: gloria.hooplot@minienm.nl; Tel: 31 70 456 9530
Saint Kitts and Nevis	Kurt Louarde	Sn. ATCO	E-mail: kurt.louard@scaspa.com Tel: :+ 869 664 5457
Saint Lucia	Amy Charles	Manager ATS	Amy.charles@slaspa.com Tel: +1758 45 76156
Saint Vincent and the Grenadines	Bernard Scott	Sn. ATCO	E-mail: catcsvg@gmail.com Tel: :+ 784 458 4960
Sint Eustatius	G.J. (Gloria) Hooplot, MA	ICAO Focal Point	E-mail: gloria.hooplot@minienm.nl; Tel: 31 70 456 9530
Sint Maarten	Louis Halley	Director General	E-mail: louis.halley@sintmaartengov.org Tel: + 721 545 2024
Trinidad and Tobago	Rohan Garib	Executive Manager Air Navigation Services	E-mail: rgarib@caa.gov.tt Tel:+ 868 669 4806
United States	Leah Moebius	Air Traffic ICAO Lead	E-mail: Leah.moebius@faa.gov Tel: + 202-267-0269

E/CAR/DCA/26

3. Who developed your PBN programme/project?

35% of the PBN programmes/projects have been developed by the CAA of the State, and 23% by the CAA in collaboration with an ANSP.



4. Have your ANSP personnel been trained and qualified on the procedures?

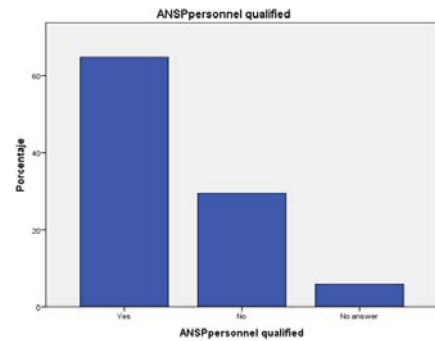
64.7% of the States/Organization ANSP personnel have been trained and qualified on the procedures. According to the comments, the personnel are trained on:

- PANS/OPS
- PBN Procedures

Two of them mentioned ICAO training on PBN.

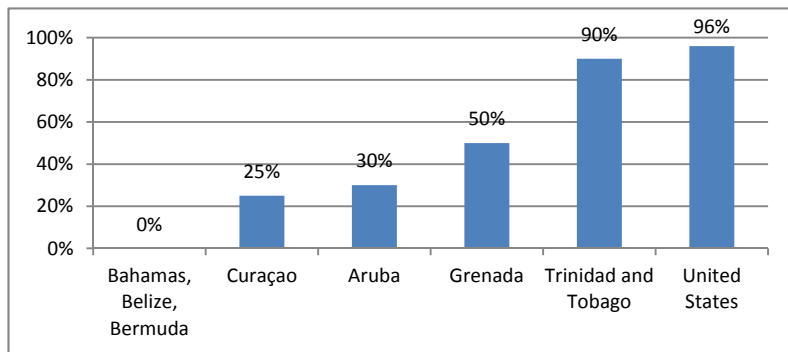
ANSP Personnel Qualified

	Frequency	Percentage
Yes	11	64.7
No	5	29.4
Valid No answer	1	5.9
Total	17	100.0



5. What percentage of your operators have been qualified/authorized to use PBN procedures?

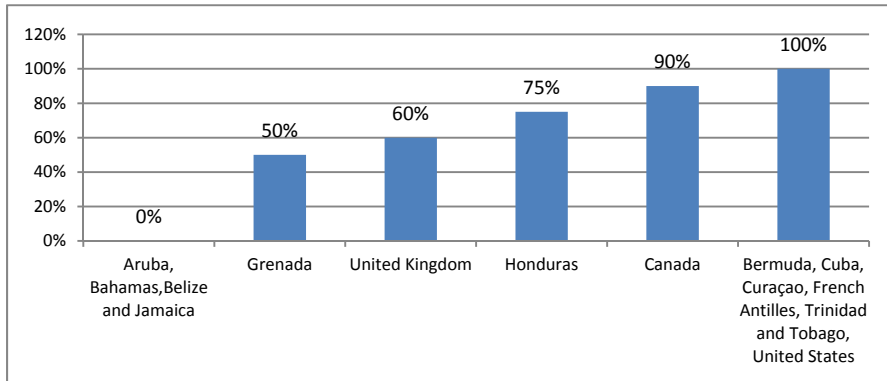
The following graph shows the percentage of operators qualified/authorized to use PBN procedures for each State.



5 States/Organization: No answer
 2 States/Organization: Unknown
 2 States/Organization = N/A

6. What percentage of international aerodromes has implemented PBN approach procedures in your State/Organization?

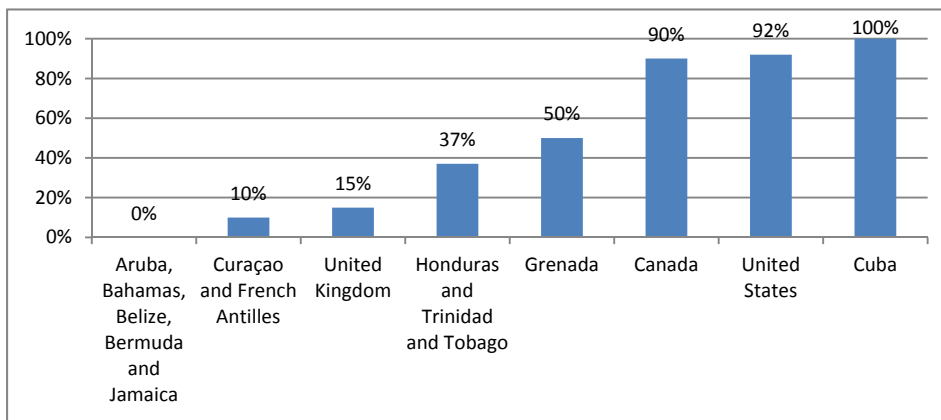
The following graph shows the percentage of international aerodromes that have implemented PBN approach procedures for each State.



1 State/Organization: No answer
2 States/Organization : N/A

7. What percentage of your air operators is using PBN approach procedures implemented in your State/Organization?

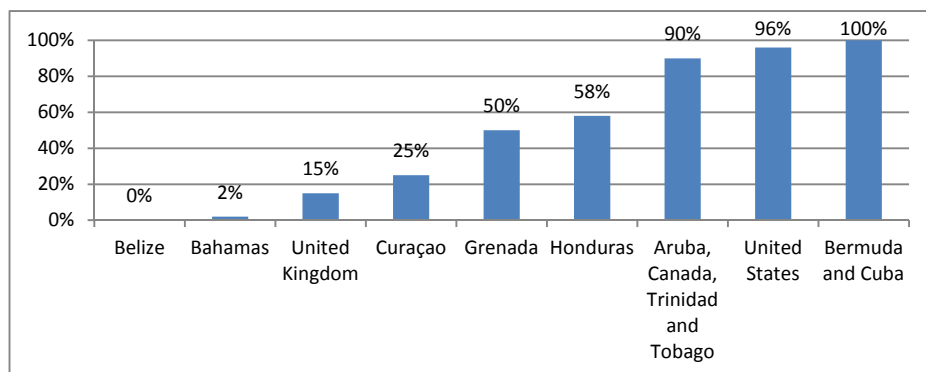
The following graph shows the percentage of air operators using PBN approach procedures implemented for each State.



3 States/Organization:
Unknown

8. What percentage of your operators is equipped for using PBN procedures?

The following graph shows the percentage of operators equipped for using PBN procedures for each State.

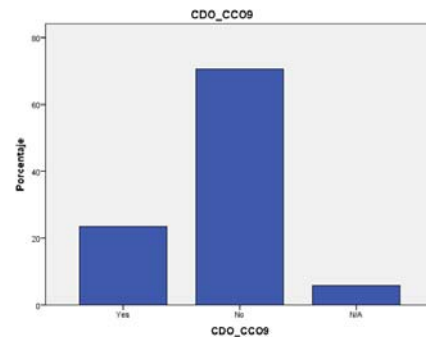


4 States/Organization:
Unknown
1 State/Organization: N/A

9. Did your State/Organization implement Continuous Descent Operations/Continuous Climb Operations (CDO/CCO)?

23.5% of the States/Organization have implemented CDO/CCO. Most of the States who have not yet implemented CDO/CCO are in the planning stages and comment on the need of discussions and collaboration with stakeholders.

CDO/CCO		Frequency	Percentage
	Yes	4	23.5
Valid	No	12	70.6
	N/A	1	5.9
	Total	17	100.0

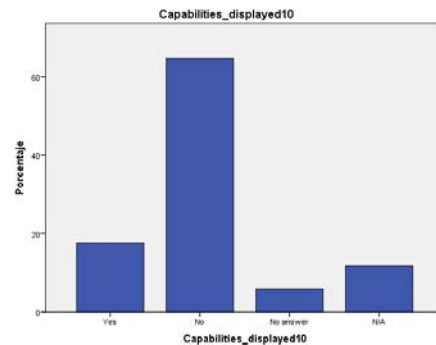


10. Are the aircraft PBN capabilities clearly displayed in the ATC situational awareness workstation?

17.6% of the States/Organization consider the aircraft PBN capabilities are clearly displayed in the ATC situational awareness workstation.

Capabilities displayed

Capabilities displayed		Frequency	Percentage
	Yes	3	17.6
	No	11	64.7
Valid	No answer	1	5.9
	N/A	2	11.8
	Total	17	100.0

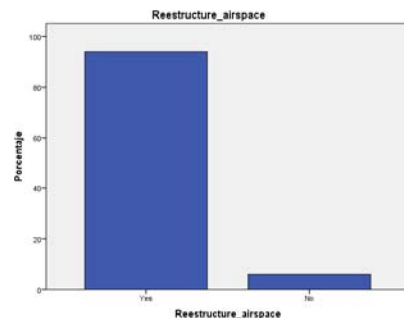


11. Does your State/Organization plan PBN implementation to re-structure/revise the airspace under your jurisdiction? (en-route, terminal, approach). Please comment as appropriate.

94.1% of the States/ Organization plan PBN implementation to re-structure/revise the airspace under their jurisdiction.

Restructure/revision of airspace

Restructure/revision of airspace		Frequency	Percentage
	Yes	16	94.1
Valid	No	1	5.9
	Total	17	100.0

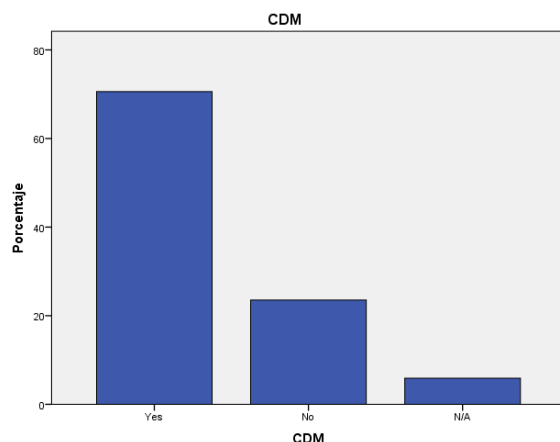


12. Does your State/Organization encourage Collaborative Decision Making (CDM) with stakeholders regarding PBN development/implementation matters?

70.6% of the States/Organization encourage Collaborative Decision Making (CDM) with stakeholders regarding PBN development/implementation matters.

CDM

	Frequency	Percentage
Valid Yes	12	70.6
No	4	23.5
N/A	1	5.9
Total	17	100.0



13. List the PBN training programmes implemented for pilots, controllers and/or other officers in your State/Organization.

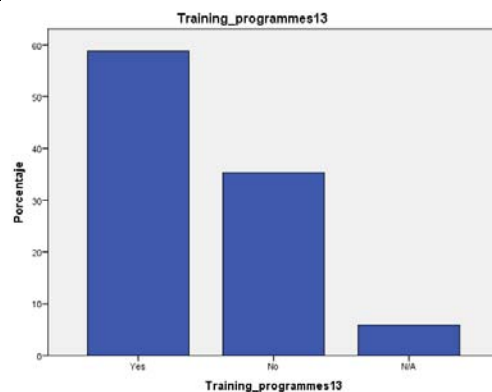
58.8% of the States/Organization have PBN training programmes implemented for pilots, controllers and/or other officers.

Some of the training programmes mentioned are:

- PBN Workshops
- Visit to Airline Simulators by ATCOs
- Training in the operational aspects for ATCOs
- OJT before and post implementation date
- Training programmes for Design Specialists
- ICAO PBN implementation Workshop
- ICAO PBN Airspace Design Workshop
- ICAO PBN OPS Approval Workshop
- ICAO PBN WEB training
- Principles of PBN Instrument Approach Procedure Design
- RNAV 1

Training_programmes

	Frequency	Percentage
Valid Yes	10	58.8
No	6	35.3
N/A	1	5.9
Total	17	100.0



14. Does your State/Organization require assistance in a particular area/field of PBN design/implementation expertise? (specify)

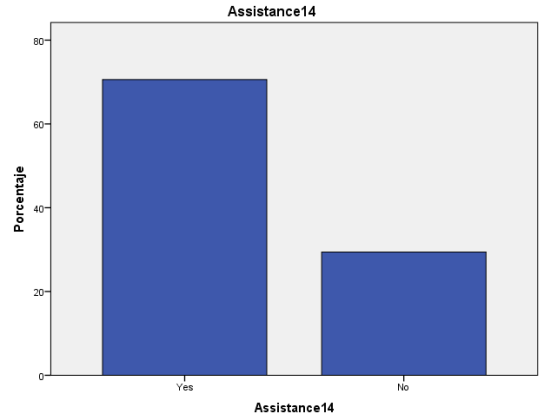
70.6% of the States/Organization require assistance in a particular area/field of PBN design/implementation expertise

Some of the areas/fields where assistance is required are:

- Design and implementation expertise
- ATFM-PBN Implementation Nav aids/equipment needed for effective and efficient implementation
- Training and Technical assistance required
- Design of PBN approach / departure procedures using automated software

Assistance

	Frequency	Percentage
Yes	12	70.6
Valid No	5	29.4
Total	17	100.0

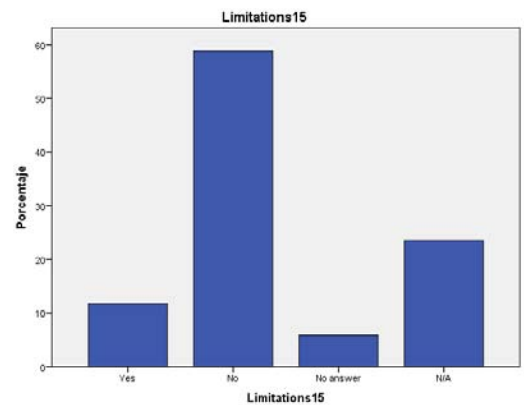


15. Are there any limitations (continuous use) to the current PBN published procedures within your FIR? (i.e. date/time, etc.) if so, please explain

11.8% of the States/Organization consider to have limitations (continuous use) to the current PBN published procedures within their FIR.

Limitations

	Frequency	Percentage
Yes	2	11.8
No	10	58.8
Valid No answer	1	5.9
N/A	4	23.5
Total	17	100.0



REGIONAL PERFORMANCE-BASED NAVIGATION (PBN) IMPLEMENTATION SURVEY

State/Organization: _____

Date: _____

Num.	Question	Answer		Remarks
		Yes	No	
1	Does your State/Organization have a PBN programme/project in progress? (specify).	<input type="checkbox"/>	<input type="checkbox"/>	
2	Has your State/Organization PBN programme/project been completed and published?	<input type="checkbox"/>	<input type="checkbox"/>	
3	Who developed your PBN programme/project?	<input type="checkbox"/>	<input type="checkbox"/>	
4	Have your ANSP personnel been trained and qualified on the procedures?	<input type="checkbox"/>	<input type="checkbox"/>	
5	What percentage of your operators has been qualified/authorized to use PBN procedures?	<input type="checkbox"/>	<input type="checkbox"/>	
6	What percentage of international aerodromes have implemented PBN approach procedures in your State/Organization?	<input type="checkbox"/>	<input type="checkbox"/>	
7	What percentage of your air operators is using PBN approach procedures implemented in your State/Organization?	<input type="checkbox"/>	<input type="checkbox"/>	
8	What percentage of your operators are equipped for using PBN procedures?	<input type="checkbox"/>	<input type="checkbox"/>	
9	Did your State/Organization implement Continuous Descent Operations/Continuous Climb Operations (CDO/CCO)? Please comment as appropriate.	<input type="checkbox"/>	<input type="checkbox"/>	
10	Are the aircraft PBN capabilities clearly displayed in the ATC situational awareness workstation?	<input type="checkbox"/>	<input type="checkbox"/>	
11	Does your State/Organization plan PBN implementation to re-structure/revise the airspace under your jurisdiction? (en-route, terminal, approach). Please comment as appropriate.	<input type="checkbox"/>	<input type="checkbox"/>	
12	Does your State/Organization encourage Collaborative Decision Making (CDM) with stakeholders regarding PBN development/implementation matters?	<input type="checkbox"/>	<input type="checkbox"/>	
13	List the PBN training programmes implemented for pilots, controllers and/or other officers in your State/Organization.	<input type="checkbox"/>	<input type="checkbox"/>	

Num.	Question	Answer		Remarks
14	Does your State/Organization require assistance in a particular area/field of PBN design/implementation expertise? (specify)	<input type="checkbox"/>	<input type="checkbox"/>	
15	Are there any limitations (continuous use) to the current PBN published procedures within your FIR? (i.e. date/time, etc.) if so, please explain	<input type="checkbox"/>	<input type="checkbox"/>	

Note: Feel free to add relevant comments or documents regarding the PBN implementation in your State/Organization.

— END —

**APPENDIX A
EXECUTIVE LIST OF CONCLUSIONS/DECISIONS**

Number	Conclusion/Decision	Responsible for action	Deadline
26/1	<p>DEVELOPMENT OF PIARCO FIR AGREEMENT That, in order to reactivate the discussions towards the development of the PIARCO FIR agreement:</p>		
	<p>a) Barbados, France, ECCAA and United Kingdom <u>inform</u> Trinidad and Tobago of concerns and other issues to be included on <u>this agreement</u> relating to the FIR and suggestions/proposed solutions on way forward by 18 December 2015; and</p>	Barbados, France, ECCAA and United Kingdom	18 December 2015
	<p>b) Barbados, France, ECCAA, United Kingdom, and Trinidad and Tobago, based on the information from item a) above, define an <u>action plan</u> for completing the development of this agreement by 15 January 2016, maintaining the ICAO NACC Regional Office informed of developments.</p>	Barbados, France, ECCAA, United Kingdom, and Trinidad and Tobago	15 January 2016
26/2	<p>IMPROVED EFFECTIVENESS TO ACCOMPLISH MEETING CONCLUSIONS AND AGREEMENTS That, to effectively accomplish meeting conclusion and agreements, the States and Territories involved in any DCA meeting inform ICAO of any concerns (budget, political will, lack of qualified staff, etc.) that may affect the accomplishment of the proposed conclusions and agreements, no more than <u>45 days</u> after any DCA Meeting and prior to the approval of the final report of the corresponding DCA Meeting.</p>	States and Territories involved in any DCA meeting	Permanent
26/3	<p>FOLLOW-UP AND PARTICIPATION IN THE CAPSCA PROJECT That, in order to follow-up the actions and recommendations made by the CAPSCA Assistance visits and enhance the participation in the CAPSCA Project:</p>		
	<p>a) Antigua and Barbuda, Saint Kitts and Nevis and Saint Lucia <i>consider joining the CAPSCA Project</i> by submitting the ICAO NACC Regional Office their notification;</p>	Antigua and Barbuda, Saint Kitts and Nevis and Saint Lucia	E/CAR/DCA/27 Meeting or NACC/DCA/6 Meeting

Number	Conclusion/Decision	Responsible for action	Deadline
	b) Barbados and Trinidad and Tobago report their <u>follow-up to the CAPSCA Assistance visit</u> to the ICAO NACC Regional Office by 29 January 2016 ; and	Barbados and Trinidad and Tobago	29 January 2016
	c) Grenada and Saint Vincent and the Grenadines consider <u>requesting CAPSCA Assistance visit</u> by submitting ICAO NACC Office their request by 19 February 2016 .	Grenada and Saint Vincent and the Grenadines	19 February 2016
26/4	<p>UPDATE OF GANDD DEFICIENCIES</p> <p>That, in order to provide effective assistance under the NACC NCLB strategy for the resolution of GANDD deficiencies, if not done so through the NCLB activities:</p>		
	a) E/CAR States <u>review and update their corresponding outstanding GANDD deficiencies</u> by 29 February 2016 ; and	E/CAR States	29 February 2016
	b) the ICAO NACC Regional Office contact each GANDD PoC to review each outstanding deficiency after receiving the information requested in a) and exchange the results of this review.	ICAO NACC Regional Office	E/CAR/DCA/27 Meeting or NACC/DCA/6 Meeting
26/05	<p>DEVELOPMENT AND APPROVAL OF THE CAR/SAM REGIONS e-ANP</p> <p>That, in order to streamline the development and approval process of the CAR/SAM Region's e-ANP:</p>		
	a) the E/CAR e-ANP PoCs <u>coordinate</u> with the ICAO NACC Regional Office <u>the updates and national requirements to be included in the CAR/SAM Regions e-ANP</u> ; and	E/CAR e-ANP PoCs	Approval of CAR/SAM e-ANP
	b) E/CAR States <u>coordinate</u> with ICAO the <u>approvals of the Proposals for Amendments (PfAs)</u> that will be sent by ICAO in accordance with the action plan for the CAR/SAM Region's e-ANP.	E/CAR States	Approval of CAR/SAM e-ANP
14/6	<p>CONSOLIDATION OF EFFORTS TO SUPPORT RUNWAY SAFETY IMPLEMENTATION</p> <p>That, considering the existence of various organizations supporting runway safety implementation, such as ACI, RASG-PA and United States, and in order to consolidate these efforts in the E/CAR States, the ICAO NACC Regional Office:</p>		

Number	Conclusion/Decision	Responsible for action	Deadline
	a) <u>coordinate a teleconference with ACI, RASG-PA, United States, the E/CAR/CATG AGA Committee Rapporteur and the E/CAR States before end of January 2016</u> ; and	ICAO NACC Regional Office	before end of January 2016
	b) <u>inform the E/CAR States on the results of this task and the subsequent assistance actions taken to the E/CAR/DCA/27 Meeting.</u>	ICAO NACC Regional Office	E/CAR/DCA/27 Meeting
26/07	E/CAR AIM IMPLEMENTATION MEETING That, in order to support and expedite the implementation of AIM matters in the E/CAR area, including the activities for phase 1 of the AIM implementation and the PIARCO NOTAM/AIS Contingency Plan actions:		
	a) E/CAR States and Territories <u>designate their corresponding AIM experts/participants to the E/CAR AIM Meeting to be held in Antigua and Barbuda in March 2016</u> ; and	E/CAR States and Territories	March 2016
	b) Antigua and Barbuda <u>cover the expenses of the participation of ICAO for their attendance and support to this meeting</u>	Antigua and Barbuda	March 2016
26/08	SAR POCS FOR SAR IMPROVEMENTS AND DEVELOPMENT OF THE E/CAR NATURAL DISASTER EMERGENCY PLAN That, in order to ensure the appropriate participation and involvement of the necessary parties for the implementation of SAR improvements in the E/CAR area, as well as the completion of the E/CAR Natural Disaster Emergency Plan:		
	a) ICAO, in coordination with the E/CAR/CATG SAR Committee Rapporteur, <u>submit a letter by 15 January 2016</u> to the E/CAR States requesting the PoCs from the State, SAR executing bodies and any other involved entity necessary for the SAR improvements and E/CAR Natural Disaster Emergency Plan; and	ICAO, in coordination with the E/CAR/CATG SAR Committee Rapporteur	15 January 2016

Number	Conclusion/Decision	Responsible for action	Deadline
	b) the E/CAR/CATG SAR Committee <u>coordinate the different supports on SAR training and trial events</u> and inform of an Action Plan for these improvements and the E/CAR Natural Disaster Emergency Plan by the E/CARDCA/27 Meeting.	E/CAR/CATG SAR Committee	E/CARDCA/27 Meeting.
26/09	CONSOLIDATED PBN ATS ROUTE REVIEW IMPLEMENTATION MEETING That, in order to support and ensure full participation of the Administrations involved in the review of the PBN ATS routes for the E/CAR area, IATA, ICAO and the ANI/WG PBN TF Rapporteur <u>coordinate the Meeting</u> to be hosted by IATA in the first half of 2016, agreeing and timely submitting the corresponding invitation to the States/ANSPs involved by 8 January 2016 .	IATA, ICAO and the ANI/WG PBN TF Rapporteur	8 January 2016
26/10	APPROVAL OF E/CAR RADAR DATA SHARING IMPLEMENTATION PLAN- PHASE II That, considering the achievement of the Phase I of the E/CAR Radar Data Sharing and an appropriate time for the States to become familiarized with the Phase I Radar display:		
	a) ECCAA, as representative of the participating OECS States in the Radar Data Sharing activities, <u>confirm its commitment for Phase II</u> providing the necessary users' requirements by 31 January 2016 ; and	ECCAA	31 January 2016
	b) the E/CAR/DCA approve the E/CAR Radar Data Sharing Phase II Implementation Plan as presented in the Appendix of WP/12	E/CAR/DCA	31 January 2016
26/11	CAR TRAINING ASSOCIATION AND IMPROVEMENT TO TRAINING PROVISION IN THE E/CAR AREA That, in order to enhance, consolidate and optimize the training provision in the CAR Region: a) the NAM/CAR/CATC/WG <u>start working to become a training association</u> by its next meeting in 2016, including the analysis to channel other external training centre assistance in a prioritized way;	NAM/CAR/CATC/WG	NAM/CAR/CATC/WG/3 meeting

Number	Conclusion/Decision	Responsible for action	Deadline
	b) the E/CAR Training Centres <u>include management and leadership courses</u> in their 2016-2020 courses; and	E/CAR Training Centres	NAM/CAR/CATC/WG/3 meeting
	c) the E/CAR Training Centres enhance training effectiveness by increasingly sending instructors as needed to train a group of interested States.	E/CAR Training Centres	NAM/CAR/CATC/WG/3 meeting
26/12	<p>CONSOLIDATION OF THE E/CAR/DCA/27 MEETING WITH THE C/CAR/DCA/15 MEETING</p> <p>That, in order to optimize costs and ensuring greater attendance, while considering the convenience of <u>combining DCA Meetings in 2016</u>, ICAO coordinate by 15 January 2016 the possibility of consolidating the E/CAR/DCA/27 Meeting with the C/CAR/DCA/15 Meeting.</p>	ICAO	15 January 2016