



ICAO

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

**FIFTH NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN  
WORKING GROUP MEETING**

**NACC/WG/5**

**DRAFT REPORT**

**PORT OF SPAIN, TRINIDAD AND TOBAGO, 22-26 MAY 2017**

May 2017

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## HISTORICAL

### ii.1 Place and Date of the Meeting

The Fifth North American, Central American and Caribbean Working Group Meeting (NACC/WG/5) was held at the Trinidad and Tobago Civil Aviation Authority (TTCA) premises in Port of Spain, Trinidad and Tobago, from 22 to 26 May 2017.

### ii.2 Opening Ceremony

Mr. Julio César Siu, Deputy Regional Director of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO) and Mr. Raul Martinez, Regional Officer, Aeronautical Information Management (ICAO), provided opening remarks highlighting the NACC major achievement with the *Port-of-Spain Declaration* and the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) targets and the ICAO No Country Left Behind (NCLB) Strategy assistance to States. He introduced the new CNS and ATM/SAR Regional Officers of the ICAO NACC Regional Office and thanked the TTCAA for hosting the meeting. Mrs. Francis Regis, Director General of Civil Aviation (Ag.), thanked the NACC implementation progress achieved and welcomed the Meeting; and Captain Thomas E Lawrence, Chairman of the Board, of the TTCAA, welcomed the participants, informed of the TTCAA implementation priorities to support aviation and officially opened the meeting.

### ii.3 Officers of the Meeting

The NACC/WG/5 Meeting was held with the participation of the Chairperson, Mr. Rohan Garib, Executive Manager Air Navigation Services, TTCAA and Vice-Chairperson, Mr. Julio Cesar Mejia Alcantara, Technical Coordinator for Air Navigation, *Instituto Dominicano de Aviacion Civil (IDAC)*, respectively. Mr. Rohan Garib chaired the meeting plenary. Mr. Raul Martinez, Regional Officer, Aeronautical Information Management, served as Secretary of the Meeting, assisted by Mr. Julio César Siu, Deputy Regional Director, Mrs. Mayda Avila, Regional Officer, Communications, Navigation and Surveillance and Mr. Eddian Mendez, Regional Officer, Air Traffic Management and Search and Rescue from the ICAO NACC Regional Office.

### ii.4 Working Languages

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

### ii.5 Schedule and Working Arrangements

It was agreed that the working hours for the sessions of the meeting would be from 09:00 to 16:00 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            Election of Meeting Chairperson and Vice chairperson, Review and Approval of the Meeting Agenda, Working Method and Schedule**

**Agenda Item 2            Follow-Up on the Previous Conclusions and Agreements from NACC/WG, GREPECAS and Other Related Matters**

- 2.1    Review of the valid conclusions/decisions of NACC/WG meetings and the ANI/WG/3 Meeting, and NACC/DCA and sub-regional DCA meetings
- 2.2    No Country Left Behind (NCLB) NACC Strategy progress achieved in air navigation matters
- 2.3    Follow-up on CAR/SAM Planning and Implementation Regional Group (GREPECAS) conclusions and project implementation
- 2.4    Review of the status of air navigation deficiencies reported in the GREPECAS Air Navigation Deficiencies Database (GANDD)

**Agenda Item 3            Implementation on Air Navigation Matters**

- 3.1    Global/Regional air navigation developments
- 3.2    Safety initiatives to be supported by ANS implementation
- 3.3    ANI/WG Progress on AIM, ATM and CNS
- 3.4    AGA and MET progress and other regional implementation groups
  - 3.4.1    AGA progress
  - 3.4.2    MET progress
  - 3.4.3    MEVA and Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG), Eastern Caribbean Aeronautical Fixed Service Network Technical Group (E/CAR AFS NTG) Meeting reports
- 3.5    NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) review – Aviation System Block Upgrade (ASBU) implementation progress
- 3.6    Review of regional air navigation performance indicators and metrics
- 3.7    National Plan Reports on air navigation implementation

**Agenda Item 4            Regional Cooperation and Training Matters to Support Implementation**

- 4.1    Review of Regional Project: RLA/09/801 *Multi Regional Civil Aviation Assistance Programme (MCAAP)*
- 4.2    Progress on training matters for ANS implementation: Meeting of Directors of Civil Aviation Training Centres in the NAM/CAR Regions (NAM/CAR/CATC/WG/3)

**Agenda Item 5            NACC/WG Work Programme Until 2020**

**Agenda Item 6            Other Business**

**ii.7 Attendance**

The Meeting was attended by 11 States/Territories from the NAM/CAR Regions, 4 International Organizations and Industry, totalling 47 delegates as indicated in the list of participants.

**ii.8 Draft Conclusions and Decisions**

The Meeting recorded its activities as Draft Conclusions and Decisions as follows:

**DRAFT**

**CONCLUSIONS:** Activities requiring endorsement by the Directors of Civil Aviation of North America, Central America and Caribbean (NACC/DCA).

**DECISIONS:** Internal activities of the NACC Working Group (NACC/WG).

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

<b>Number</b>	<b>Title</b>	<b>Page</b>
*/1	<i>The list of conclusions/decisions will be included in the final version of the Report</i>	*-1
*/2		*-1
*/3		*-1



**ii.9 List of Working and Information Papers and Presentations**

**Refer to the Meeting web page:**

<https://www.icao.int/NACC/Pages/meetings-2017-naccwg5.aspx>

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01REV	1	Review and Approval of the Meeting Agenda, Working Method and Schedule of the Meeting	18/05/17	Secretariat
WP/02	2.1	Review of the Valid Conclusions/Decisions of NACC/WG Meetings	18/05/17	Secretariat
WP/03	2.1	Review of the valid conclusions/decisions of ANI/WG Meetings	18/05/17	Secretariat
WP/04	2.3	Follow-up on CAR/SAM Planning and Implementation Regional Group (GREPECAS) Conclusions and Project Implementation	11/05/17	Secretariat
WP/05	2.4	Review of the Status of Air Navigation Deficiencies Reported in the GREPECAS Air Navigation Deficiencies Database (GANDD)	19/05/17	Secretariat
WP/06	3.4.2	Need to Strengthen the GREPECAS Aeronautical Meteorology Programme in the CAR Region	18/05/17	Cuba
WP/07	3.1	NAM and CAR/SAM e-ANP Development	15/05/17	Secretariat
WP/08	3.2	Regional Aviation Safety Group — Pan America (RASG-PA) Update	19/05/17	Secretariat
WP/09	3.3	Progress of the NAM/CAR Air Navigation Implementation Working Group (ANI/WG)	21/04/17	ANI/WG Chairman
WP/10REV	3.3	AIDC Task Force Progress Report	22/05/17	ANI/WG AIDC Task Force Rapporteur
WP/11	3.3	Progress Report on AIM TF Work Programme	10/04/17	ANI/WG AIM Task Force Rapporteur
WP/12	3.3	Progress Report on AMHS Task Force Work Programme	12/04/17	ANI/WG AMHS Task Force Rapporteur
WP/13	3.3	Progress Report on PBN TF Work Programme	19/04/17	PBN Task Force Rapporteur
WP/14	3.3	Preliminary Progress Report by ATFM Task Force	03/05/17	ATFM Task Force Rapporteur
WP/15	3.3	Progress Report on ADS-B Task Force Work Programme	17/04/17	ADS-B Task Force Rapporteur

**WORKING PAPERS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
WP/16REV	3.3	Progress Report on ASBU Ad hoc Group Work Programme	26/04/17	ASBU Ad hoc Group Rapporteur
WP/17	3.3	ATFM Implementation in the CAR/SAM Regions	16/05/17	IATA
WP/18	3.3	Frequency Finder Application	16/05/17	Secretariat
WP/19	3.3	Follow up to the PBN Harmonization, Modernization and Implementation initiative and other related airspace optimization implementations	17/05/17	IATA
WP/20	3.4.1	AGA Progress Report	27/04/17	Secretariat
WP/21	3.4.2	MET Progress Report	12/05/17	Secretariat
WP/22	3.5	Need to Adopt Independent Formats to Report the Progress of the Implementation of Regional Air Navigation Targets and Improvements by Aviation System Blocks (ASBU)	27/04/17	Cuba
WP/23	3.4.3	MEVA Technical Management Group (TMG) Report	19/04/17	MEVA TMG Rapporteur
WP/24	3.4.3	Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG) Meeting Report	09/05/17	E/CAR/CATG Rapporteur
WP/25	3.4.3	Eastern Caribbean Aeronautical Fixed Service Network Technical Group (E/CAR AFS NTG) Meeting Report	03/05/17	E/CAR/NTG Rapporteur
WP/26	3.5	Progress on the Alignment of Air Navigation Plans with the Global Air Navigation Plan and ASBU	17/05/17	Secretariat
WP/27	3.5	Progress Report of the Scrutiny Working Group (GTE)	06/04/17	GTE Rapporteur
WP/28	3.6	Preview of Regional Air Navigation Performance Indicators and Metrics	23/05/17	Secretariat
WP/29	4.1	Progress Report and Future Activities Proposed for the Technical Cooperation Regional Project– Multi-Regional Civil Aviation Assistance Programme (MCAAP) (RLA/09/801)	27/04/17	Secretariat
WP/30	4.2	Report of the NAM/CAR/CATC/WG/3 Meeting	27/03/17	Secretariat
WP/31	5	NACC/WG Work Programme Until 2020 and Review of the Terms of Reference (ToRs) and Work Programme of the NACC/WG	17/05/17	Secretariat
WP/32	3.5	Proposed Amendment of the RPBANIP	21/04/17	Canada and United States

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01REV. 2	---	List of Working, Information Papers and Presentations	23/05/17	Secretariat
IP/02	2.1	Review of the Valid Conclusions/Decisions of NACC/DCA and Sub-regional DCA Meetings	19/05/17	Secretariat
NI/03	3.7	Avances de Navegación Basada en la Performance (PBN) en México – <b>Disponible únicamente en español</b>	19/05/17	Mexico
NI/04	3.3	Implementación de la Vigilancia Dependiente Automática – Radiodifusión (ADS-B) en México – <b>Disponible únicamente en español</b>	19/05/17	Mexico
IP/05	3.3	CANSO ATFM Data Exchange Network for the Americas (CADENA)	21/04/17	CANSO
IP/06	3.7	Automatic Dependent Surveillance-Broadcast (ADS-B) OUT; Ensuring Preparedness for the 2020 Equipage Mandate	21/04/17	United States
IP/07	3.5	ASBU Block 0 Element Comparison between the 4th and 5th Editions of the GANP	24/04/17	United States
IP/08REV	3.5	United States Implementation of the Aviation System Block Upgrades (ASBU) Block 0 Modules Status Adjusted for the 5th Edition Global Air Navigation Plan (GANP)	09/05/17	United States
IP/09	3.1	Global Air Navigation Plan (GANP) Fifth Edition Developments	11/05/17	Secretariat
IP/10	3.3	Need to Have a Global Navigation Satellite System (GNSS) Implementation Group	18/05/17	Cuba

**PRESENTATIONS**

Number	Agenda Item	Title	Presented by
1 REV	2.2	No Country Left Behind (NCLB) NACC Strategy Progress Achieved in Air Navigation Matters	Secretariat
2	3.3	NAM/CAR Search and Rescue Civil and Military Coordination	Secretariat
3	3.3	Space-based ADS-B Implementation Progress	Aireon
4	3.2	Safety First – ICAO Global Safety Updates	Secretariat
5	6	ICAO NACC Commitment with Caribbean States/Territories Working Together with CASSOS 2017 NCLB Priority	Secretariat
6	3.3	AIDC Implementation Factors to Take into Account Before Connecting an AIDC Channel	Secretariat
7	3.3	Progress Report of the Scrutiny Working Group (GTE)	GTE Rapporteur

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**Agenda Item 1            Election of Meeting Chairperson and Vice chairperson, Review and Approval of the Meeting Agenda, Working Method and Schedule**

1.1            The Secretariat presented and reviewed the WP/01 REV. inviting the Meeting to approve the provisional agenda, working method and schedule, and referred to IP/01 REV. 2 with the list of associated documentation and presentations. The Meeting approved the agenda, working method and schedule as presented in the historical section of this report.

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**Agenda Item 2                      Follow-Up on the Previous Conclusions and Agreements from NACC/WG, GREPECAS and Other Related Matters**

**2.1                                      Review of the valid conclusions/decisions of NACC/WG meetings and the ANI/WG/3 Meeting, and NACC/DCA and sub-regional DCA meetings**

2.1.1                      Under WP/02, the Meeting reviewed the valid conclusions from previous NACC/WG meetings, including the 15 conclusions from the NACC/WG/4 meeting. As a result of the review, all these conclusions were superseded or completed due to the progress achieved by the ANI/WG, highlighting the following:

- Conclusion NACC/WG/4/3: IATA will conduct the respective fuel saving/CO2 emission reduction assessment once the ATS Route Proposal for Amendment (PFA) planned for August 2017 is implemented.
- Conclusion NACC/WG/4/7: The AIM TF will review and propose specific activities for supporting the AIS to AIM transition implementation.
- Conclusion NACC/WG/4/15: superseded by the work to be conducted by the ASBU TF within the ANI/WG mechanism.

2.1.2                      Similarly under WP/03, the ANI/WG Chairman presented a review of the valid conclusions/ decisions from the third Meeting of the NAM/CAR Air Navigation Implementation Working Group (ANI/WG/3) Meeting. All these ANI/WG meeting conclusions and decisions were completed or superseded, as detailed:

- Conclusion ANI/WG/2/4: Completed. Idem Conclusion NACC/WG/4/3 remark
- Conclusion ANI/WG/3/1: Completed. ICAO State Letter, Ref. NACC65523 dated 23 March 2017. A detailed description of the progress of RPBANIP Targets is available at: <http://www.icao.int/NACC/Pages/Implementation-Targets.aspx>
- Conclusion ANI/WG/3/2: superseded by Conclusion NACC/WG/5/XX- PBNTF
- Conclusion ANI/WG/3/3: superseded by Conclusion NACC/WG/5/1
- Conclusion ANI/WG/3/4: Completed. The ATS Route Proposal for Amendment (PFA) under CAR/SAM eANP Vol II is planned for August 2017 to be implemented.
- Conclusion ANI/WG/3/5 letter b): superseded by NACC/WG/5 C/XX – AIM TF
- Conclusion ANI/WG/3/6 superseded by NACC/WG/5/XX – AMHS TF
- Conclusion ANI/WG/3/7: completed by Haiti

**DRAFT CONCLUSION**  
**NACC/WG/5/XX**

**ACTIVE SUPPORT FROM STATES FOR ICAO ITU WRC-2019 POSITION**

That, NAM/CAR States/Territories, in order to ensure their active support for the ICAO WRC-19 position for the protection of the aeronautical frequency spectrum and satisfy future frequency spectrum aviation needs:

- a) include the main points addressed by the ICAO posture in the International Telecommunication Union (ITU) World Radiocommunication Conference (WRC) International Telecommunication Union (ITU) WRC-19 position for the protection of the C-band when used for aeronautical purposes and the ICAO WRC-19 position as a whole, including any amendments, when preparing national ITU WRC 19 proposals in coordination with the National Spectrum Management Authority;
- b) include representatives from civil aviation administrations and aviation experts from national delegations, to the extent possible, when participating in the ITU-Radio and regional preparatory activities for WRC 19; and
- c) register the aeronautical VSAT frequencies of your State with the respective National Authority of the Spectrum to officially have it register the frequencies in the ITU Master International Frequency Register (MIFR) by ANI/WG/5 Meeting.

2.1.3 Through IP/02, the Meeting noted and followed-up on the valid conclusions of the North American, Central American and Caribbean Civil Aviation Directors Meeting (NACC/DCA) and of other sub-regional Civil Aviation Directors Meetings.

**2.2 No Country Left Behind (NCLB) NACC Strategy progress achieved in air navigation matters**

2.2.1 Under the Presentation 1, the Secretariat presented a follow-up to the ICAO NACC No Country Left Behind (NCLB) Strategy highlighting:

- the challenges and the regional solutions being implemented;
- the status of the strategy with almost 100% of the States in Phase 4; and
- the tailored States' action plans resulting from the NCLB Multidisciplinary Technical Assistance Missions.

2.2.2 The up-to-date achievements of the NCLB Strategy in the resolution of ANS deficiencies, the aerodrome certification progress, the successful assistance in the Universal Safety Oversight Audit Programme (USOAP) Effective Implementation (EI) improvement, the third party funding activities, the State Champion State concept; among other main areas of assistance were presented. The commitment of ICAO to enhance State Air Transport Systems and Regional Safety Oversight Organizations (RSOOs); and collaboration was emphasized, recalling that the Caribbean States/Territories are a NACC 2017 NCLB Strategy priority. The Meeting thanked ICAO for the results and the effective assistance provided, urging States to continue their commitment with ICAO.

2.2.3 ICAO NACC Regional Office informed that the NCLB performance results and achievements will be presented to the NACC/DCA/7 Meeting in September 2017, including the NACC/WG progress and operational benefits accomplished and their positive impact in the States/Region aviation safety and efficiency.

### 2.3 Follow-up on CAR/SAM Planning and Implementation Regional Group (GREPECAS) conclusions and project implementation

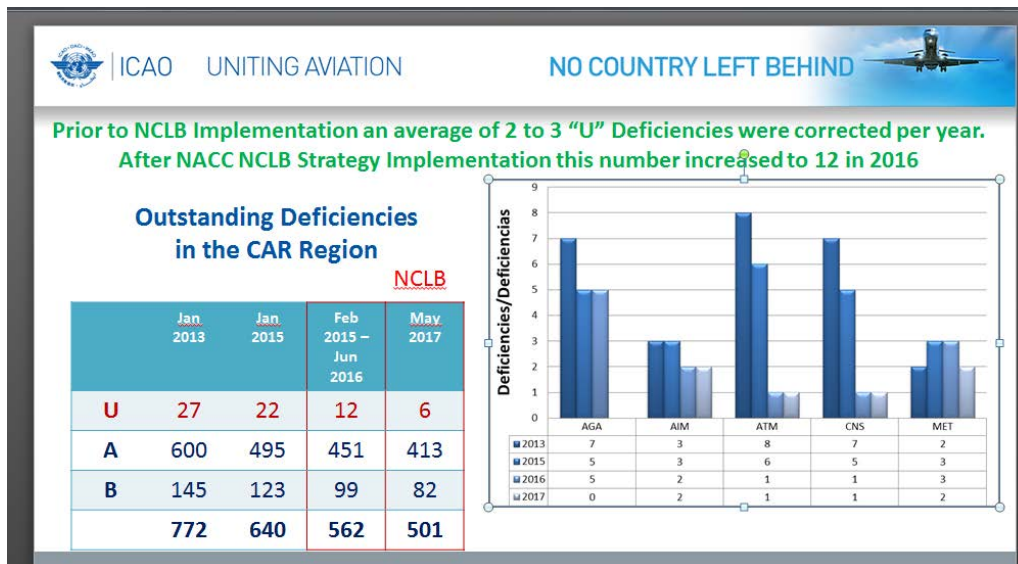
2.3.1 Under WP/04 the Meeting was informed of the valid conclusions/decisions of the Fourth Meeting of the Programmes and Projects Review Committee (PPRC/4) (see Appendix to WP/04). The Meeting took note that:

- deficiencies in the NACC States have been resolved and mitigated in an effective matter through the tailored action plans and the hands-on assistance by the ICAO NACC NCLB Strategy;
- IATA submitted to the NACC Regional Office their recent ANS proposed deficiencies; and
- ICAO NCLB Strategy is supporting the implementation of aerodrome certification with an ICAO SAFE Fund Project and joint ICAO/ACI/FAA assistance. The NACC implementation groups have taken actions to support GREPECAS projects.

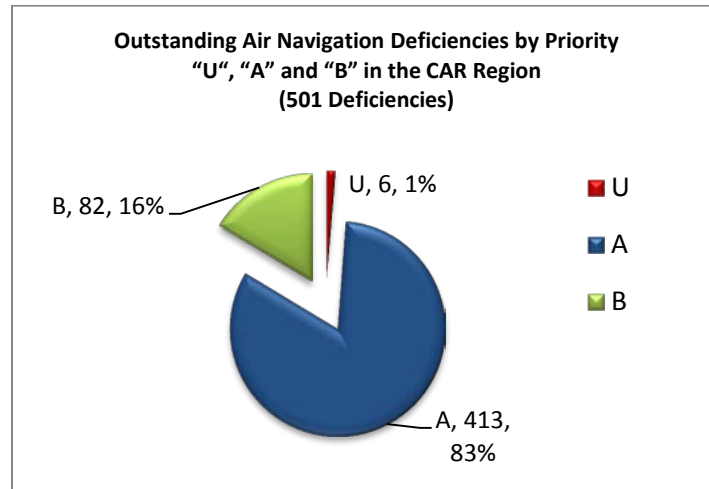
2.3.2 The Secretariat recalled the Meeting that all the progress informed by the implementation groups and the NACC/WG will be reported to the GREPECAS/18 Meeting.

### 2.4 Review of the status of air navigation deficiencies reported in the GREPECAS Air Navigation Deficiencies Database (GANDD)

2.4.1 Under WP/05, the Secretariat reviewed the status of GANDD deficiencies, noting that ICAO NCLB Strategy has supported and assisted the States in resolving more effectively the deficiencies, resolving 59 deficiencies from 2016-2017:



2.4.2 The Meeting took note of the remaining valid deficiencies as follows:



2.4.3 Similarly, the Secretariat presented a summary of the common deficiencies of States and potential solutions, grouped in the different areas; CNS, AGA, MET, AIM, ATM and SAR, for the Meeting to identify common solutions that can be achieved. In this regard, the Meeting agreed on formulating the following Draft Conclusion:

**DRAFT CONCLUSION**  
**NACC/WG/5/XX**

**RESOLUTION OF GANDD DEFICIENCIES**

That, in order to seek solutions for solving their GANDD valid deficiencies, NAM/CAR States:

- a) Consider the common deficiencies and potential solutions provided by ICAO (WP/05); and
- b) provide ICAO update of these deficiencies by 31 December 2017, including the applicable evidence of their solution



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**Agenda Item 3                    Implementation on Air Navigation Matters**

**3.1            Global/Regional air navigation developments**

3.1.1            Under WP/07, the Secretariat presented the progress and status of implementation of the electronic Air Navigation Plan (eANP) for the CAR/SAM Regions and the eANP for the NAM Region, highlighting the following:

- CAR/SAM Volume I is available at the ICAO NACC Regional Office website at: <http://www.icao.int/NACC/Pages/namcar-eANPV1.aspx>
- The latest activities for the approval of the CAR/SAM eANP Volume II, concluding with the reception of final comments from States on 21 April 2017. CAR/SAM Volume II will be available at the ICAO NACC Regional Office website by end of May 2017.
- The postponement of the development of the CAR/SAM eANP Volume III, due to the changes to be introduced by ICAO in the GANP 2019 (sixth edition), and that the current draft Volume III had to be aligned accordingly. With this situation, the States are urged to continue using the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) for drafting their national air navigation plans.

3.1.2            For the NAM Region, Canada, United States and ICAO had completed the Volume I of the NAM eANP, which is going through the approval process by ICAO and shall be approved by June 2017. NAM States agree on a draft Volume III, and to prepare a draft for Volume II for a later date. Considering the approval of the CAR/SAM Vol II, the following draft conclusion was formulated:

**DRAFT CONCLUSION**  
**NACC/WG/5/xxxx**

**APPROVAL OF CAR/SAM eANP VOLUME II - UPDATE OF GANDD DEFICIENCIES**

That, considering the approval of the CAR/SAM eANP Volume II, States and ICAO to review the field of references in air navigation deficiencies in the GANDD Database before the NACC/DCA/7 Meeting.

3.1.3            Under IP/09 the Meeting recalled the updates in the new 5<sup>th</sup> edition of the Global Air Navigation Plan (GANP) and the objectives and purposes of the current RPBANIP.

**3.2            Safety initiatives to be supported by ANS implementation**

3.2.1            Under WP/08, the Secretariat presented an update about the Pan American Regional Safety Status, and the Regional Aviation Safety Group–Pan America (RASG-PA) work programme.

3.2.2 The Seventh Edition (draft) of the RASG-PA Annual Safety Report (ASR) reveals that the top three risk areas in the Pan American Region continue to be Runway Excursion (RE), Controlled Flight Into Terrain (CFIT), and Loss of Control In-Flight (LOC-I). Mid-Air Collision (MAC) is a risk area of interest that was added to the list for further investigation.

3.2.3 Pan American Region faces many challenges to improve safety levels. Therefore, a close coordination of activities with the CAR/SAM Regional Planning and Implementation Group (GREPECAS) and its working groups, ICAO Headquarters, and respective Regional Safety Oversight Organizations (RSOOs) is fundamental to avoid redundancy and to optimize the use of resources.

3.2.4 The meeting agreed on the importance for States and Air Navigation Service Providers (ANSPs) to take advantage of RASG-PA data analysis and link.

3.2.5 Under P/04, the Secretariat informed the Meeting that the 39th Session of the ICAO Assembly conducted in 2016, has resulted in the adoption of new versions of the Global Air Navigation Plan (GANP) and ICAO Global Aviation Safety Plan (GASP) that seek to have a more integrated and harmonized aviation planning and implementation, in both, safety and air navigation matters at a Regional and State level. In this regard, the Secretariat presented for consideration of the States, several valid updates on safety:

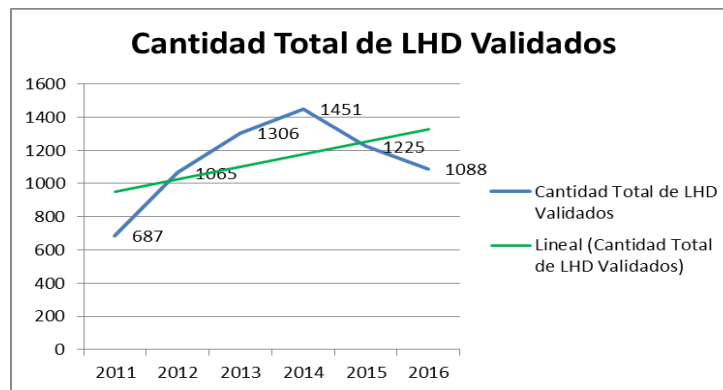
- States to establish a national safety plan, including priorities and targets consistent with the regional safety plan in line with the GASP objectives, including the global aviation safety roadmap, and based on their operational safety needs.
- States are urged to continue the implementation of the State Safety Programme (SSP) and report on progress using the SSP Assessment Tool on iSTARS and completing the Universal Safety Oversight Audit Programme (USOAP) SSP-related Protocol Questions (PQs) self-assessments on the On-Line Framework (OLF).
- States are urged to fulfil their obligations under the USOAP Continuous Monitoring Approach (CMA) Memorandum of Understanding (MoU) and to take actions/NCLB commitment to provide up-to-date information on their safety oversight systems, with particular attention to:
  - a) States with a Significant Safety Concern (SSC), focusing on implementing sustainable corrective actions to resolve the SSC with a high priority;
  - b) update the content and implementation progress of their Corrective Action Plans (CAPs) on the OLF;
  - c) complete the self-assessment of the PQs on the OLF;
  - d) request assistance from the ICAO NACC Regional Office/NCLB Strategy; and
  - e) inform the ICAO Regional Office once significant updates have been made on the OLF.

- States to endorse in the upcoming GANIS/SANIS event in December 2017, the implementation of the global strategy and action plan to improve Regional Safety Oversight Organizations (RSOOs) and the establishment of a Global Aviation Safety Oversight System (GASOS).
- ICAO NACC and SAM Regional Offices and RASG-PA will update the regional safety targets for the NAM/CAR/SAM regions based on the proposed new GASP (2020 – 2022) global safety targets

3.2.6. Under P/07 and WP/27, the Rapporteur of the Scrutiny Group, presented the work of the GREPECAS GTE since 2011. After the Reduced Vertical Separation Minimum (RVSM) implementation, the Monitoring Agency for the CAR/SAM Regions (CARSAMMA) and the Scrutiny Working Group Scrutiny (GTE), analysed the occurrences of Large Height Deviation (LHDs) and carried out the Safety Assessment in compliance with the ICAO Doc 9574 - *Manual on a 300 m (1 000 ft) Vertical Separation Minimum Between FL 290 and FL 410 Inclusive*.

3.2.7 During the 2011-2014 period, there was a gradual increase in LHD events. The assessment showed that over 90% of LHD events where coordination errors between adjacent ATC units. A new safety assessment methodology was implemented. A manual with new safety assessment methodology was developed (CARSAMMA Manual).

3.2.8. The GREPECAS GTE presented graphic results of the Region performance related to LHDs, and the progress achieved by NACC States:



3.2.9 Among LHDs reduction factors were mentioned RADAR Data Sharing and Effective Implementation of AIDC.

### 3.3 ANI/WG Progress on AIM, ATM and CNS

3.3.1 Under WP/09, the ANI/WG Chairman presented the progress achieved by the NAM/CAR Air Navigation Implementation Working Group (ANI/WG) since their Third Meeting (ANI/WG/3), including the approved action plans (APPENDICES XX).

3.3.2 The Meeting recalled the objective of the ANI/WG to consolidate the existing sub-regional working groups, reduce the number of meetings, avoid duplication, expedite work progress and improve regional harmonization focused on the air navigation fields of Air Traffic Management (ATM), Communications, Navigation and Surveillance (CNS) and Aeronautical Information Management (AIM).

3.3.3. The ANI/WG in accordance with its terms of reference works with all the implementation sub-regional groups. The Meeting recalled that during the ANI/WG/03 Meeting, a review of the implementation activities and their follow-up was carried out and the update of the ANI/WG Task Forces respective action plans was approved, and delays and inconveniences faced for the execution of said plans were identified.

3.3.4 Since the ANI/WG/03 Meeting, the concerns and planned activities were identified for Task Forces of Automatic Dependent Surveillance – Broadcast (ADS-B), Aeronautical Message Handling System (AMHS), Air Traffic Services Inter-facility Data Communication (AIDC), Performance-Based Navigation (PBN), Aeronautical Information Management (AIM), Air Traffic Flow Management (ATFM). During the meeting the different Task Forces discussed their activities that had been done, the new objectives and action plans for the future.

#### ***AIDC Task Force Progress Report***

3.3.5 Under WP/10REV, the Meeting was informed of the Air Traffic Services (ATS) Interfacility Data Communication (AIDC) Task Force progress since the last ANI/WG/3 meeting in 2016:

- The Filed Flight Plan (FPL) Monitoring Group held a face to face meeting in April 2016, after the ANI/WG/3 meeting and four teleconferences.
- A regional position for flight plan processing was discussed, but compliance with said proposal would be difficult taking into account the current level of flight plan errors. This position would allow operators to file flight plans depending on the level of correctness achieved.
- Two virtual meetings with operators and Air Navigation Services Providers (ANSPs) were scheduled, in order to discuss mitigation measures with the main contributors to flight plan errors.
- A data collection has started since April 2017, to check how the latest measures have resulted. For this phase, one hour samples will be taken two or three times a day, and the total flight plans processed during those periods will be recorded. The results will be presented by June.

3.3.6 The Meeting approved the AIDC Task Force and FPL Monitoring Group respective updated Terms of Reference and Work Programme (WP/10 Appendix xx).

3.3.7 Complementary, under DP/04, the AIDC TF reported the following relevant updates:

- COCESNA agreed to send an estimated date for the removal of converters in Costa Rica, Belize y Honduras.
- The impact of erroneous flight plans and the implementation of AIDC in the reduction of LHDs in the region were presented by the GTE during the meeting.

- The ability of States to process flight plans was discussed, pointing out that the personnel is not always ideally trained, and that contributes to the error rate of flight plans.
- COCESNA expressed that due to errors identified in the flight plans has the need to carry out regional training Other regional training centres such as the Dominican Republic and Curacao have identified the need for training in the flight plan, with the common goal of minimizing regional errors in flight plans.

3.3.8 The GREPECAS GTE commented that radar data sharing is another important issue that contributes to the reduction of LHDs.

3.3.9 The meeting congratulated the AIDC TF for the progress accomplished and agreed on the following Draft Conclusions and decisions:

**DECISION**

**NACC/WG/5/xxxx**

**ARO OFFICE REGIONAL TRAINING FOR FLIGHT PLANS**

That, in order to support the mitigation actions to avoid the flight plan errors, the ANI/WG AIM Task Force develops the standard ARO Office FPL training requirements for regional training centres to serve as a basis for this training by **30 August 2017**.

**DECISION**

**NACC/WG/5/xxxx**

**PROCEDURE FOR HOMOGENEOUS ISSUANCE OF FLIGHT PLANS**

That, In order to reduce the causes of errors in flight plans, the Task Force AIDC develops a procedure for the homogeneous issuance of flight plans applicable for the NAM/CAR regions by **October 2017**.

3.3.10 The Meeting was informed that through its respective training Centers, COCESNA and Dominican Republic are planning a set of FPL oriented courses to refresh and ensure the compliance with ICAO FPL SARPs. In this regard the Meeting agreed on the following conclusion:

**DRAFT CONCLUSION**

**NACC/WG/5/XXXX**

**REFRESHMENT TRAINING ON ICAO FPL COMPLIANCE**

That, in order to support the mitigation actions to reduce the errors in FPLs and to promote the regional collaboration on training provision:

- a) Dominican Republic and COCESNA inform by **15 June 2017**, the 2017 scheduled FPL trainings for its respective promotion to other States as allowed by Dominican Republic and COCESNA; and
- b) training centres to schedule for 2018 the FPL training on their course catalogue.

**DRAFT CONCLUSION**  
**NACC/WG/5/xxxx**

**AIDC IMPLEMENTATION FOR RISK MITIGATION OF LHDs**

That, considering the impact on operational safety due to the implementation of AIDC on those safety hotspots identified by GREPECAS GTE:

- a) the ANI/WG Chairman prepare a safety case for the lack or erroneous FPLs by **July 2017**; and
- b) States and Territories are urged to implement AIDC or alternate strategies (procedures) in the Region, in order to mitigate the risk of LHDs.

3.3.11 Similarly, sharing radar data is one of the good practices identified by the GREPECAS GTE group having a direct impact on the safety of regional operations.

**DRAFT CONCLUSION**  
**NACC/WG/5/xxxx**

**RADAR DATA SHARING FOR IMPROVING SAFETY OF OPERATIONS**

That, to improve the safety of operations on the safety hotspots identified by the GREPECAS GTE, Curaçao-Dominican Republic-Jamaica, COCESNA-Ecuador, Mexico-United States-Cuba begin to share data with the adjacent FIR as soon as possible providing their action plan for this purpose to the ANI/WG by **October 2017**.

***AIM Task Force Progress Report***

3.3.12 Under WP/11 and DP/03, the Aeronautical Information Management (AIM) Task Force Rapporteur presented the main progress and improvements to the work programme of the AIM Task Force since the Third NAM/CAR Air Navigation Implementation Working Group (ANI/WG/3) Meeting. The revised Terms of Reference (ToRs), membership and work programme are presented in Appendix XXX- VV.

3.3.13 The AIM TF discussed the needs of AIM personnel training, licensing, refresher training cycles, training centres in the region, AIM curriculum DOC Draft 9991 (and 7192 Part E3), therefore proposed an Action plan 2017-2021 (Appendix JJJ). The Meeting agreed on the following draft conclusion:

**DRAFT CONCLUSION**  
**NACC/WG/5/xx**

**AIM AND FPL IMPLEMENTATION MEETING**

That, in order to review, organize and explore the solutions for improving AIM implementation and FPL mitigation solutions, States and Territories:

- a) to participate in the AIM and FPL Implementation meeting (4Q **2017** in ICAO NACC Regional Office) including a QMS, SWIM, AIXM and WIXM implementation matters and Phases 1 and continuation of Phase 2 and 3 of the AIM transition;
- b) review and schedule the AIM required actions in according to the 2017-2021 action plan; and
- c) participate actively in the AIM Task Force.

***AMHS Task Force Progress Report***

3.3.14 Under WP/12, the progress achieved by the Aeronautical Message Handling System (AMHS) Task Force since its creation in the ANI/WG/1 Meeting was presented. Following the work programme of the Task Force and its deliverables, the Meeting took note of the results for these deliverables and recommendations for improving the Task Force performance and coordination.

3.3.15 The AMHS Task Force was formed in order to streamline activities related to air navigation implementation activities. Implementation of AMHS shall be completed in accordance with the Regional AMHS Implementation Plan (Appendix XX). The ToRs were revised to update existing membership.

3.3.16 The AMHS Task Force also revised the request to updated NAMCAR IP addressing scheme to include /30 IP for US-Jamaica; US-Panama; and US-Bermuda links. Based on this information the Task Force agreed on the proposed revision to the NAMCAR IP addressing scheme. In this regard ICAO NACC Office has updated the IPv4 addressing scheme (Version 2.XX) (Appendix mmm)

3.3.17 Since the last AMHS TF meeting, Cuba, Sint Maarten, Trinidad and Tobago and COCESNA have successfully transitioned from Aeronautical Fixed Telecommunication Network (AFTN) to AMHS. With these interconnections the RPBANIP Target for AMHS Interconnection was accomplished.

3.3.18 The list of active Task Force Members depicted below was revised and updated accordingly:

State	Point of Contact	Email
Cuba	Carmen de Armas	<a href="mailto:carmen.dearmas@iacc.aivanet.cu">carmen.dearmas@iacc.aivanet.cu</a>
	Carlos Jiménez Guerra	<a href="mailto:carlosm.jimenez@iacc.avianet.cu">carlosm.jimenez@iacc.avianet.cu</a>
Dominican Republic	Fernando Casso	<a href="mailto:fernando.casso@idac.gov.do">fernando.casso@idac.gov.do</a>
Trinidad and Tobago	Veronica Ramdath	<a href="mailto:vramdath@caa.gov.tt">vramdath@caa.gov.tt</a>
United States	Dulce M. Rosés	<a href="mailto:dulce.roses@faa.gov">dulce.roses@faa.gov</a>
	Al O'Neill	<a href="mailto:al.oneill@faa.gov">al.oneill@faa.gov</a>
COCESNA	Reybin Sanabria	<a href="mailto:Reybin.sanabria@cocesna.org">Reybin.sanabria@cocesna.org</a>

3.3.19 The Meeting was informed of the task on testing the transmission of XML data through AMHS system and agreed that this Task should be revised, agreeing to coordinate with States that have already implemented AMHS and are willing and able to initiate required procedures for testing XML over AMHS. Suggested coordination is initiated with Dominican Republic, Cuba, and United States. In this regard the following conclusion was formulated:

**DRAFT CONCLUSION**

**NACC/WG/5/ xx**

**XML TESTING OVER AMHS**

That, in order to test the XML capacity of the CAR regional networks, that Dominican Republic, Cuba, and United States coordinate for XML testing over AMHS reporting their progress by **30 December 2017**.

***PBN Task Force Progress Report***

3.3.20 Under WP/13, the progress achieved by the Performance-Based Navigation (PBN) Task Force was presented. During the ANI/WG/3 Meeting, many PBN concerns were identified as limitations and concerns expressed by most States. There was a general consensus on the fact that training is required for the successful implementation of PBN, including Aviation System Block Upgrade (ASBU) Training, PBN Implementation workshops/training, and follow-up training as required. As a response, the ICAO NACC Regional Office held the Regional and National Air Navigation Performance Framework/ASBU Implementation Workshop for the NAM/CAR Regions (Mexico City, Mexico, 22 - 26 August 2016).

3.3.21 Successful Area Navigation (RNAV) 5 live trials were held within PIARCO's Continental en-route airspace in July 2016, with the participation of major airline operators. Results from the trials showed savings in fuel, time and increased operational efficiency.

3.3.22 The Second PBN Harmonization, Modernization and Implementation Meeting was held in San Jose, Costa Rica, from 7 to 9 December 2016.



3.3.23 The Meeting discussed relevant actions on the Proposal for Amendment implementation. Letters of Agreement (LoAs) for the coordination and operational procedures between the air traffic control facilities continue to be negotiated and signed. As discussions have now included Flight Information Regions (FIRs) of States in the ICAO South American (SAM) Region, States and ANSPs have agreed to further review and introduce applicable longitudinal separation minima of 40 NM or 20 NM between transferred air traffic operating in the FIRs of the CAR region and adjacent FIRs of the SAM Region.

3.3.24 In order to have better coordination and harmonization within the sub-regions, the ANI/WG PBN Taskforce selected Regional champions.

3.3.25 Complementary under DP/06REV, the PBN Task Force (PBN TF) presented additional updates to the progress of its work programme. The PBN TF also engaged in discussion relating to issues such as:

- PBN Taskforce Terms of reference (TORs).
- PBN Taskforce Points of Contact (POCs).
- PBN Taskforce action plan.
- Progress and activities accomplished from ANI/WG/03 to date.
- Training needs.
- Assistance required from ICAO.

3.3.26 It was agreed that in order to obtain the current status of effective PBN implementation within the region, a new PBN survey should be conducted with all States/Territories/Organizations by the end of September 2017. The ICAO NACC ATM RO advised that he will conduct this survey as part of his familiarization with POC's from each State/Territory /Organization.

3.3.27 Although the upper airspace PBN route re-design has already begun, it was reported that attention was required in the Lower Airspace/Terminal Airspace (TMA's). The connectivity between the upper airspace and lower airspace designs require specific collaborative workshops between relative ANSPs and stakeholders.

3.3.28 Reviews of the Work Programme, Terms of Reference and Points of Contact were conducted and are attached as Appendix XX, SSS and QQQ to this report.

3.3.29 PBN Taskforce had the following recommendations:

- States/Territories/Organizations need to continue engaging in the CDM process with all stakeholders when re-designing their airspace.
- States/Territories should continue to provide data to ICAO NACC RO and the PBN Taskforce on developments in their airspace.
- States/Territories/Organizations should continue to participate in the regional project to harmonize the upper level airspace routing structure among the NAM/CAR/SAM Regions.
- States/Territories/Organizations should take advantage of the PBN Go Team Missions provided by the ICAO NACC Office.

- States/Territories/Organizations should ensure that suitably trained/qualified personnel should attend workshops/meetings relating to airspace design.
- States/Territories/Organizations should ensure that regular meetings are held with airline operators and other stakeholders in order to ensure the effectiveness of PBN implementation initiatives.
- PBN Taskforce TELCONS to be held during the first week of every month.

3.3.30 Due to the above, the following conclusions were formulated:

**DRAFT CONCLUSION**

**NACC/WG/5/XX**

**EFFECTIVENESS OF PBN AIRSPACE HARMONIZATION MEETINGS**

That, in order to improve the effectiveness of the PBN Airspace harmonization workshops/meetings/teleconferences, NAM/CAR States/Territories/International Organizations:

- a) ensure that suitably trained/qualified personnel should attend workshops/meetings relating to airspace design; and
- b) ensure that human and financial resources are provided to ensure that PBN implementation objectives are achieved.

**DRAFT CONCLUSION**

**NACC/WG/5/XX**

**ANALYSIS OF CURRENT PBN IMPLEMENTATION STATUS IN THE NAM/CAR REGION AND MEASUREMENT OF ITS EFFECTIVENESS**

That, in order to determine the current state of PBN implementation in the NAM/CAR Region, determine the roadblocks to implementation and identify ineffective initiatives utilized on past PBN projects:

- a) PBN Task Force develops and submit a PBN survey form to the ICAO NACC ATM RO by **30 June 2017**;
- b) ICAO NACC Office conducts surveys with NAM/CAR States/Territories/International Organizations by **30 September 2017**; and
- c) provides results of survey to PBN Taskforce by **October 2017**.

**DRAFT CONCLUSION**

**NACC/WG/5/XX**

**CDM WITH STAKEHOLDERS**

That, in order to improve the effectiveness of the PBN Airspace implementation, NAM/CAR States/Territories/Organizations should engage in regular CDM meetings with the airline operators and other stakeholders.

**DRAFT CONCLUSION**  
**NACC/WG/5/XX**

**FEASIBILITY STUDY ON THE ESTABLISHMENT OF A FLIGHT PROCEDURE  
PROGRAMME (FPP) WITHIN THE NAM/CAR REGION**

Taking into consideration ICAO Assembly Resolution A39 – 14, where States are urged to utilize FPPs for PBN implementation, the PBN Task Force in collaboration with the ICAO NACC Regional Office:

- a) conduct a survey which identifies which States/Territories/International Organizations require assistance in procedure design;
- b) identify the resources required for the establishment of a FPP within the Region; and
- c) provide a report to the ANI/WG/4 (2018), with appropriate recommendations.

3.3.31 Under WP/19, IATA presented follow up proposals to the PBN implementation and airspace related subjects in the Region:

- The different traffic growth studies show that the increase in demand expected for NAM/CAR/SAM Regions can cause a domino effect, affecting many States and could cause delays and consequential losses to the users and, in addition, a work overload in the Air Traffic Control (ATC) units, in the absence of sufficient management units for the capacity and demand balancing.
- To keep the desired harmonization and goals, constant and periodic tracking of the progress, achievements and challenges for stakeholders is required. Proposed tracking metrics are not only intended to capture information about the mentioned initiatives, but also to provide a general and clear overview of other important implementations for flight operation in the regional airspaces, that should also be part of the coordinated /harmonised implementation.
- With regard to the Proposal for Amendment 1 (PfA1), there are quantitative and qualitative benefits that could be estimated. However, for quantitative values it is necessary to have at least the final PfA1 version approved.
- As for the Approach procedure naming convention changes (Cir 336 — *Area Navigation (RNAV) to Required Navigation Performance (RNP) Instrument Approach Chart Depiction*), although the implementation plan is for the year 2022, the working paper considered of great importance that both States and airspace users have the full picture in advance and the regional vision regarding the implementation of such changes, as well as proposed mitigation actions to achieve a coordinated implementation.
- With regard to the amendment to the Doc 4444 – *ATM — Air Traffic Management* phraseologies, due to the importance of standardized ATC phraseologies, it is expected that the Civil Aviation Authorities of the Region will implement appropriate measures to inform airspace users under their responsibility about the changes.

3.3.32 The IP/10 presented a proposal of a Global Navigation Satellite System (GNSS) implementation group. For some years, ICAO has been engaged in the task of perfecting GNSS. The implementation of the PBN procedures achieves an effective application of the use of GNSS and the development of the aviation System block methodology (ASBU).

3.3.33 A proposal would be the achievement of a regional GNSS monitoring system to ensure the availability and reliability of this service instead of each state managing separately with the various existing suppliers, which would give much greater guarantee for the safety of air operations in our region. The Secretariat commented that in the ANI/WG/02 Meeting the company DW presented a service application on RAIM Prediction for monitoring GNSS. In this regard the Meeting formulated the following decision:

**DECISION**

**NACC/WG/5/XX**

**ANALYSIS FOR GNSS MONITORING FOR PBN OPERATIONS**

That, in order to determine the cost-effectiveness and benefits of implementing a GNSS monitoring Service to support PBN operations in the region, the PBN TF analyse this GNSS monitoring request from Cuba and report back to the ANI/WG by **31 December 2017**.

***ATFM Task Force Progress Report***

3.3.34 The WP/14 was presented on behalf of the Air Traffic Flow Management (ATFM) Rapporteur, detailing the progress achieved by the ATFM Implementation Task Force (TF) since its previous progress report.

3.3.35 The ATFM TF is comprised of members from Canada, Dominican Republic, El Salvador, Haiti, Jamaica, Trinidad and Tobago, United States, Civil Air Navigation Services Organization (CANSO), Central American Corporation for Air Navigation Services (COCESNA), International Air Transport Association (IATA) and Navigation Services for Mexican Airspace (SENEAM).

3.3.36 The ATFM TF has held 3 web conference meetings since June 2016. The meetings have included information on the Federal Aviation Administration (FAA) regular Caribbean teleconferences to encourage participation from the TF ANSPs. These web conference meetings included briefings by the TF members and discussions on benefits of sharing traffic data for Cuba and Jamaica. Additional traffic data is now also being shared with Dominican Republic, COCESNA and SENEAM for improved collaboration, transparency and greater coordination between the ANSPs. The webinars also discussed the System Wide Information Management (SWIM) Data exchange process with Trinidad and Tobago, ATFM basic training, and NAM/CAR Survey topics.

3.3.37 The focus for 2017 includes continued sharing of best practices, information on demand and capacity balancing methodology, and developing a regional pre-tactical web conference for all ANSPs and stakeholders to participate and share information. With the increased information on demand available to ANSPs, States can better identify their constraints, implement flow management programs and improve their arrival and departure rates and increase their capacity within their airspace and airports.

3.3.38 The ATFM TF is developing a two-day ATFM 101 Training course for the region. Materials will include a general overview of flow management, components of traffic management system and collaborative decision-making. Since the ATFM TF held its first monthly web-conference in March 2016, participation has increased and resulted in stronger collaboration between the States. Discussions during the calls have expanded to include ATFM tools and meteorological products in the region and the need for ANSPs to share information on air traffic demand and capacity numbers for regional airports, sectors and airspace.

3.3.39 Under DP/02, the Meeting reviewed additional updates to the work emanated from the activities of the ATFM Task Force.

3.3.40 During the working sessions, the ATFM TF members reviewed the ATFM TF Terms of Reference (Appendix A- DP/02) and the NAM/CAR ATFM Task Force Work Programme (Appendix B- DP/02) and held discussions regarding the objectives on the development, improvement and implementation of ATFM. It was agreed that work programme needed to be revised, to reflect different levels of ATFM implementation for Member States, taking into consideration their individual needs and capabilities. It was noted that the meeting comprised of very few task force members, and that the items discussed in this work session will need to be circulated and discussed with the remaining ATFM TF members at the next quarterly TF web meeting. The following decision was formulated:

#### **DECISION**

#### **NACC/WG/5/xxxx ATFM TORS AND WORKPROGRAMME**

That, in order to inform keep the ANI/WG informed, the ATFM TF shall present to the ANI/WG Chairman and ICAO the valid ToRs and work programme of the ATFM TF by **30 July 2017**.

3.3.41 The ATFM Task Force discussed ways to increase participation from states that do not have high traffic demand yet feeding into the major traffic flow in the region in order to improve overall regional traffic flow management. The Task Force also addressed the need to identify major traffic flow areas in states and proposed defining 2 levels of ATFM implementation for member States, taking into consideration their individual needs and capabilities.

3.3.42 ICAO homogeneous traffic flow areas are already identified within airspace optimization in the ICAO CARSAM CONOPS Document. The ATFM TF and ICAO can utilize this information to identify major traffic flow areas in each state and level of ATFM services that may be required in the 2 levels:

1. Level 1 requires active ATFM participation.
2. Level 2 requires collaborative regional ATFM participation and support services to level 1 states.

Requirements for all ATFM TF Stakeholders.

ATFM TF Requirements.

- ATFM Task Force will develop LoAs template for States consideration.
- Coordinate LoAs template with CADENA to ensure harmonization.
- Establish training recommendations for Level 1 and 2 States.

Level 1 States Requirements.

- Determine and declare capacities.
- Develop requirements needed for an ATFM structure within each ACC.
- States to develop and sign LoAs with adjacent FIRs.
- Perform demand/capacity analysis annually and implement all tasks specified in ICAO Doc 9971 which includes strategic, pretactical, tactical and post analysis.
- Participate in all teleconferences.

Level 2 States Requirements.

- Determine and declare capacities.
- Define ATFM related responsibilities.
- Develop LoAs with adjacent FIRs.
- Participate in teleconferences as needed

The Task Force discussed the following activities as possible items for the work program:

- Analyse 2016 survey questions and develop 2017 Survey;
- ATFM TF to review CARSAM CONOPS and CARSAM ATFM Manual and provide updates to ICAO GREPECAS as needed;
- The ATFM TF can develop a SOP template for ANSPs tailored for Level 1 and Level 2 needs;
- Each ANSP should have harmonized Standard Operating Procedures (SOPs) based on its ATFM CONOPS;
- Conduct annual ATFM Task Force End of Year meeting to review/report on activities; and
- Revise the NAMCAR ATFM TF work plan.

3.3.43 Under WP/17, IATA presented a proposal to improve the ATFM implementation process in the region, including the need of immediate cancelling of the Notices Distributed by Means of Telecommunication (NOTAMs) related to severe flow restriction imposed in some FIRs, impacting severely the airlines efficiency and, potentially, affecting safety in the involved airspaces. IATA commented that the States that have not yet implemented a minimum ATFM service, are the States that issue more NOTAMs establishing flow control with entrance and exit restrictions in the different FIR bordering points, producing a domino effect that affects other neighbouring FIRs and some of them without radar equipment, which causes an impact, not only on the capacity but also in safety.

3.3.44 In this regard, it was noted that ATFM measures were specified in ICAO Doc 9971 - *Manual on Collaborative Air Traffic Flow Management*, and do not include the use NOTAMs. The NOTAM must be considered as a contingency measure and not as an ATFM measure. In order to implement an effective set of ATFM measures, as per ICAO Doc 9971, some actions are suggested to be incorporated to the ATFM Program. Taking into consideration the information provided in this working paper, it is suggested that a CAR/SAM ATFM workshop be held in 2017, in order to harmonize all States activities in the Strategic, Pre-tactical, tactical and Post-operations phases of ATFM, including ATFM planning and operational management, ATFM messages, etc.

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**ADS-B Task Force Progress Report**

3.3.45 Under WP/15, the progress of the task force of Automatic Dependent Surveillance - Broadcast (ADS-B) ANI/WG since its creation at the First NAM/CAR Air Navigation Implementation was presented.

3.3.46 Activities undertaken by the Task Force of ADS-B ANI/WG:

- COCESNA informed on progress made in the implementation of ADS-B to continue its testing and end your station Cerro de Hula settings;
- Mexico reported the installation of 10 ADS-B stations at strategic locations to feed data ADS-B (DO-260 and DO-260A and Asterix Cat 21) for systems 4 Area Control (ACC) existing;
- United States presented to the Task Force information on differences in the ADS-B avionics requirements for receiving ATC separation services across the globe, a status of ADS-B equipage in United States;
- Canada informed the Meeting of their ADS-B operations, including its current network of ground-based surveillance, the safety study-regulatory, approvals for the provision of services through ADS-B Out, Aeronautical Information Publication (AIP) information related to ADS B, reports of anomalies and testing of NAV CANADA satellite link for ADS-B;
- Dominican Republic presented a brief overview of the current status of monitoring service in Santo Domingo Flight Information Region (FIR) and his plans for the evaluation and implementation of multilateration and ADS in selected airports;
- Cuba presents advances in testing a system of multilateration at Varadero international airport, with excellent results, both for use in the control movement of surface or surveillance; and
- Trinidad and Tobago presented its ADS-B trial plans.

3.3.47 Complementary under DP/07 the Task Force proposed that there are currently no regional monitoring group and deficiencies in current monitoring services need to be reviewed, the Meeting agreed to change the name of the ADS-B Task Force, to be called: Surveillance Systems Implementation Task Force. The task force will have new Terms of Reference. The following decision was formulated:

**DECISION**

**NACC/WG/5/xxxx**

**SURVEILLANCE SYSTEMS IMPLEMENTATION TASK FORCE: TORS AND WORK PROGRAMME**

That, in order to inform keep the ANI/WG informed, the Surveillance Systems Implementation Task Force TF shall present to the ANI/WG Chairman and ICAO the valid ToRs and work programme of the Surveillance Systems Implementation Task Force by **30 July 2017**.

**DRAFT CONCLUSION  
NACC/WG/5/XX**

**PREPARATION OF REGIONAL STATES / ORGANIZATIONS FOR THE  
IMPLEMENTATION OF ADS-B**

That, in order to enhance the regional efforts for implementing ADS-B, States:

- a) take into account the proximity of the implementation date agreed for 2020 and the impact of this implementation for the successful accomplishment of the goals of several modules of the ASBU;
- b) by that date, of the fleet flying the region shall be sufficiently equipped with ADS-B responders and their crews appropriately trained in their use; and
- c) accelerate the development and publication of national regulations for the use of ADS-B.

3.3.48 The task group ADS-B (SUR-TF), taking into account the deficiencies identified in the surveillance coverage of some of the FIRs in the region, recommends to urge all member states that have not done so to begin immediately the steps to eliminate these deficiencies, either through the use of surveillance data sharing in all areas that are still insufficient or not available of these services that this sharing is feasible, or with the implementation of the new surveillance systems already available.

3.3.49 Under the NI/04 Mexico provides information regarding the current situation of the Automatic Dependent Monitoring - Broadcasting (ADS-B) implementation, as well as the current status of implementation, lessons learned and implementation recommendations. Mexico has acquired 10 sensors to be installed throughout the national territory in order to have coverage in areas in which radar detection has problems, likewise, a node was acquired for the radar data processing system Capable of processing surveillance data from different sources or Multisensor to have the ability to support and display ADS-B sensors.

3.3.50 Under P/03, Aireon presented the ADS-B Space based service, providing a System Overview, Space-based ADS-B Concept, The application of the ADS-B through Iridium next constellation, Aireon System Implementation Status and ANSPs implementation of Space-based ADS-B

3.3.51 Under P/06 the Secretariat recommended that before making an AIDC connection between two FIRs the following elements should be taken into account, including: a) the factors to Consider Before Performing a NAM / AIDC Connection and b) Important Operating Factors.

***ASBU Ad hoc Group Progress Report***

3.3.52 Under WP/16, the progress achieved by the Aviation System Block Upgrade (ASBU) Ad hoc Group was presented, that since its creation in the ANI/WG/2 Meeting, the note includes the results for the deliverables and recommendation for improving the group function and coordination and the proposal to transform it in a Task Force Group and approved by the Meeting that the ANI/WG ASBU Ad hoc Group as an ASBU Task Force.



3.3.53 The first task for the new Ad hoc group was to consider the revised Air Navigation Reporting Form (ANRF) for the region. The ANRF is designed for States to report on their implementation status of the ASBU Modules/Elements. The Ad hoc group tailored the ANRFs to the region and seven States and Territories submitted the ASBU B0 ANRFs as of 20 April 2017 and are available on the ICAO NAM/CAR Regional Office webpage at: <http://www.icao.int/NACC/Pages/regional-group-asbu.aspx>. The ICAO NAM/CAR Regional Office developed an ASBU Ad Hoc Group page where the States/Territories ANRFs could be accessible to members. WP/16 -Appendix B shows a screenshot of the website.

3.3.54 During the discussions it was mentioned that it is important to note that Global Air Navigation Plan (GANP) fifth edition, ASBU, Air Navigation (AN) targets, electronic ANP (eANP), the ICAO NAM/CAR RPBANIP and ANRF are interrelated. The Ad hoc Group worked via conference calls and e-mail resulting in:

- review and follow up on AN targets to inform the NACC/DCA/6 Meeting;
- developing comments and recommendations to improve the AN target website/ANRF/etc.; and
- support and developing materials to present to the ASBU implementation Workshop in August 2016.

3.3.55 The ASBU Ad hoc Group recommended that the NAM/CAR RPBANIP and ANRF document be updated and incorporate changes resulting from the 5th edition of GANP.

3.3.56 The meeting commented that the ASBU Workshop that was provided by the ICAO HQ from 22 to 26 August 2016 at the ICAO NACC Regional Office. The workshop focused on informing States on the Performance Based Decision Making Methodology. The workshop also provided information on how States could utilize a step-by-step process to evaluate the ASBU Elements analysis and implementation status as well as how to fill in the ANRFs also it was recommended that the ICAO NACC Regional Office provide more assistance and support to States/Territories to gain more familiarity with the GANP and as they plan to implement B0 elements.

3.3.57 Complementary under DP/05, the ASBU Ad hoc group provided the work and recommendations as follows:

- a) The NACC Metrics and Targets for ASBU Block 0 Elements were presented;
- b) The ASBU TF website hosted by the ICAO NACC RO was introduced;
- c) Requested the approval of ASBU Ad hoc Group to become the ANI/WG ASBU TF;
- d) Recommended to accept the "NAM ASBU Handbook (the 5th edition or 2016 version) as the NACC ASBU Handbook;
- e) Recommended that the 21 states and 1 territory be supported to prepare the State ANP that is aligned with PBANIP and GANP/ASBU;
- f) Provided the ICAO NACC Block 0 Implementation Status Summary Table that should be feed back to the RPBANIP.
- g) Support the ASBU B1 module introduction in the Regional planning
- h) work on the update of the RPBANIP with ICAO NACC RO

3.3.58 Also it was considered that the States' ANP shall provide the baseline to identify the regional needs that will, at the same time, turn into the baseline to progressively update the RPBANIP in a collaborative context; having the ANRFs as a tool to measure the progress in the execution of the plans in the form of impact of the implementations or deviations from the plan, the ASBU Ad hoc Group recommends in addition:

- a) Enhance the ICAO NACC RO hosted ASBU TF website by provide the access to the templates such as the 5th edition ANRFs and implementation status summary table; providing the depository of State specific information only to the relevant states/territory; and providing visual assistance to identify which state/territory has submitted the information; and
- b) Set the NACC Metrics and Targets for ASBU Block 0 Elements collaboratively with the ICAO NACC RO.

3.3.59 Due to the above, the Meeting agreed to transform the ASBU Ad hoc Group to the ASBU TF, formulating the following decision:

**DECISION**

**NACC/WG/5/XXXX ASBU TASK FORCE: TORS, MEMBERSHIP AND WORKPROGRAMME**

That, in order to inform keep the ANI/WG informed:

- a) ASBU Task Force TF shall present to the ANI/WG Chairman and ICAO its valid ToRs and work programme by 30 July 2017; and
- b) ICAO will submit a State Letter for requesting ASBU TF Members once ASBU TF ToRs and work programme are available.

3.3.60 The Meeting thanked Mrs. Betty Castaing for her outstanding work as rapporteur of the ASBU Ad hoc Group. The Meeting also welcomed Mrs. Midori Tanino as the new rapporteur for the ASBU TF. Mr. Marco Vidal in representation of IATA confirmed their support and participation to the ASBU TF.

***Frequency Finder Application***

3.3.61 Under WP/18, the Secretariat explained the following aspects in the assignment of frequencies:

1. Aeronautical services are supported by Communications, Navigation, and Surveillance (CNS) systems that base their operations on the radio spectrum.
2. Many of these services suffer problems caused by noise, interference that could cause degradation in communications and the information that they provide.
3. ICAO had been supporting States, doing the frequency assignation thought manual ways, and recently, has been developing software to support the frequency assignment management of the CNS systems.

4. The assignment of aeronautical frequencies is a task that has generally been done manually, which is time and effort demanding. This manual work increases the probability of making mistakes.

3.3.62 ICAO developed a software application that supports the assignment of frequencies in five different modules, two of them are complete:

1. Very High Frequency (VHF) air-ground communications (Distance-Based Separation (DBS)-AM, VDL Mode 2 and VHF Digital/Data Link (VDL) Mode 4)
2. VHF navigation (Instrument Landing System (ILS), VHF Omnidirectional Radio Range (VOR), Ground-Based Augmentation System (GBAS), VDL mode 4)
3. Non-Directional (radio) Beacon (NDB)
4. High Frequency (HF) air-ground communications
5. Allocation of codes for S mode secondary radars

3.3.63 The Secretariat recommends the Meeting to designate technical staff to participate in the Technical Meeting/Workshop of the Frequency Finder that will be taking place in Mexico City in October 2017.

#### ***Search and Rescue Ad hoc Group***

3.3.64 Under P/02 and DP/08, the Secretariat made a presentation regarding the status of the NAM/CAR Search and Rescue implementation and Civil-Military Coordination. The presentation highlighted that the NACC States have been active in SAR matters for the past several years; however, much work remains to be done. As an example of good practices, and proper investment, is the recently inaugurated Trinidad and Tobago A-SAR and AN-SEC Operations centre, at the Ramesh Lutchmedial Building.

3.3.65 In contrast, the Effective Implementation (EI) of the SAR related PQs shows a different scenario throughout the Region. With a regional EI for ANS of 60.52%, the EI for SAR is 53.25%. This shows that a regional effort in the SAR area is urgently needed.

3.3.66 The NAM/CAR/SAM Search and Rescue (SAR) Implementation and Civil-military Coordination Meeting held in Trinidad and Tobago, (25-28 October 2016) noted needed attention for successful Annex 12 – *Search and Rescue* requirements, especially in terms of training, harmonization of SAR regulations and standard procedures, signing of appropriate letter of agreements and the provision of adequate resources to support SAR.

3.3.67 The presentation introduced to the consideration of the meeting, a proposal to guide the SAR implementation through the creation of a Task Force under the ANI/WG.

3.3.68 The meeting noted that the SAR activities were not properly addressed under the current structure, and deferred to an Ad hoc working group the issue, to provide recommendations.

3.3.69 The Ad hoc working considered that a SAR Implementation Task Force should be formed in order to streamline related air navigation implementation activities. This Task Force shall improve SAR efficiency and regional coordination as well as update and report progress to the ANI/WG based on the action plan for these tasks.

3.3.70 The Task Force should be responsible for:

- a) work programme management;
- b) supporting States with implementing an effective SAR system;
- c) periodically requesting statistics from States to monitor implementation status;
- d) harmonizing A-SAR services through resource sharing and the exchange of technical expertise; and
- e) providing assistance to States to satisfy ICAO's USOAP Audits and States Regulatory Oversight Audits.

3.3.71 The Task Force should:

- a) present its work programme containing activities in terms of objectives, responsibilities, deliverables and timelines;
- b) avoid duplicating work within the ANI/WG and maintain close coordination among the existing entities to optimize use of available resources and experience;
- c) designate, as necessary, Ad hoc Groups to work on specific topics and activities and organize clearly defined tasks and activities;
- d) coordinate tasks to maximize efficiency and reduce costs via electronic means including emails, telephone and teleconference calls, and convene meetings as necessary; and
- e) report on and coordinate the progress of assigned tasks to the ANI/WG.

3.3.72 It was noted that, even if it was agreed on the need to establish the Task Force, for this to be effective other organizational tasks needed to be completed. Among those were cited drafting of ToRs, identify membership and Rapporteur, for which it would be required to identify activities related to KPIs from ASBU and RPBANIP.

3.3.73 Accordingly, it was agreed to present the preliminary results of this tasks to the upcoming NACC/DCA/7 meeting to formalize the creation of this Task Force, as well to engage high level commitment for this activities.

3.3.74 The Meeting agreed to nominate Mr. Rohan Garib as the Ad hoc working group Rapporteur to complete the preliminary work to be presented to the NACC/DCA/7 Meeting. The following decision was formulated:

**DECISION**

**NACC/WG/5/xxxx SAR AD HOC GROUP TASK**

That, in order to seek the feasibility and cost-effectiveness of forming a dedicated Task Force on SAR, the SAR Ad hoc Group to draft the ToRs and preliminary work to be presented to the NACC/DCA/7 Meeting.

**3.4 AGA and MET progress and other regional implementation groups**

**3.4.1 AGA progress**

3.4.1.1 Under WP/20, the Secretariat presented to the Meeting the main activities that the ICAO NACC Regional Office performed in the Aerodromes Field (AGA) aligned with the regional objectives of the RPBANIP and provided information on the goals and performance indicators to be accomplished in the aerodrome certification process in the CAR Region. The status of aerodrome certification in the CAR Region shows from a total of 154 international aerodromes, 70 aerodromes already certified. The number has increased from 43 aerodromes certified representing 28% (reported during the NACC/WG/4) to 70 aerodromes certified up to date showing 45% of the total. In addition a number of CAR Region aerodromes have either started the certification process or plan to initiate the process in the short-term.

3.4.1.2 The Meeting was informed that the goals and performance indicators to be accomplished in aerodrome certification in the CAR Region are the following:

- Increase the number of international certified aerodromes based on aerodrome certification plans provided by States of selected aerodromes
- Provide training to personnel in charge of the aerodrome certification process and continuous monitoring tasks
- Develop and implement guidelines including checklists for aerodrome inspectors to conduct internal audits and aerodrome inspections

3.4.1.3 In respect to the aerodromes to be considered for its certification in the short, medium and long-term were determined based on the information provided by States in the CAR Regional Aerodrome Certification Implementation Plan (CRACIP) available in: [http://www.icao.int/NACC/Pages/ES/edocs-aga\\_ES.aspx](http://www.icao.int/NACC/Pages/ES/edocs-aga_ES.aspx). In this regard the Meeting agreed on the following conclusion:

**DRAFT CONCLUSION**

**NACC/WG/5/XX: CAR AERODROME CERTIFICATION PLAN**

That, in order to support and assist States/Aerodromes in the CAR Aerodrome Certification process, the CAR States/Territories should send to the ICAO NACC Regional Office a Plan for the certification of their aerodromes, by **15 August 2017**.

### 3.4.2 MET progress

3.4.2.1 Under WP/21, the Secretariat presented the progress achieved in the Air Navigation (MET) Targets through the results of the main activities developed in the Region and introduces the emerging implementation challenges as inputs for the updating of the NAM/CAR Regional Performance Objectives (RPO) from the RPBANIP.

3.4.2.2 In accordance with the MET RPOs, ICAO has been conducting and organizing events and meetings to facilitate the States participation in the implementation of the different tasks and serving as a link and coordination with the World Meteorological Organization (WMO) for a joint effort in achieving the operational benefits foreseen in the RPBANIP. Among such activities:

- The WMO - Regional Association IV (RA IV) sponsored the Workshop on Aeronautical Competencies and SIGMET, from 25 to 27 August 2015. The workshop was developed to assist RA IV members to improve their SIGMET practices and resolve related deficiencies, and to progress the competency assessment of the aeronautical meteorological forecasters.
- Upon request of the ICAO NACC Regional Office and in coordination with the ICAO SAM Regional Office, the Washington VAAC, launched two periodic tests of volcanic ash SIGMETs, named FICTITUS exercise on 12 and 13 December 2015 and 16 December 2016.

3.4.2.3 The most significant findings of these tests were: mistakes in headers and numeration, intermittence in AMHS terminals, omission in coordination procedures; the recurring volcanic ash tests permit to verify the communication channels and the suitability of the information, its frequency, format, and content; however, the current design of the exercise does not review the preparation and the operative response in terms of planning, processes, and procedures of the operators and air traffic services, as the objectives and concepts formulated in Doc 9766 Handbook on the International Airways Volcano Watch (IAVW).

3.4.2.4 The Meeting/Workshop on ATM, AIM and MET coordination, 26 to 28 July 2016, was held to analyse the mechanisms established by States to ensure the access and exchange of aeronautical and meteorological information services in support of Air Traffic Management (ATM) and Air Traffic Flow Management (ATFM) under contingency conditions. As part of the ICAO NACC Regional Office No Country Left Behind Strategy (NCLB), several teleconferences and some technical assistance missions allowed Belize, Costa Rica, Guatemala and Honduras to establish an Action Plan for the improvement of the Universal Safety Oversight Audit Programme (USOAP) Effective Implementation (EI) status; and the review of air navigation deficiencies in the MET area.

3.4.2.5 Effective with Amendment 76 to ICAO Annex 3 – Meteorological Service for International Air Navigation (valid since November 2013) exchange of METAR, SPECI, TAF and SIGMET may be done in digital form under a bilateral agreement between States in a position to do so. Amendment 77 to Annex 3 (valid since November 2016) will make this a recommended practice and will also include Volcanic Ash Advisory (VAA), Tropical Cyclone Advisory (TCA) and AIRMET in IWXXM format. It is envisaged that OPMET exchange in IWXXM format may become an Annex 3 Standard with Amendment 78, which is likely to become effective in November 2020.

3.4.2.6 Cuba presented WP/06 with a proposal to strengthen the GREPECAS Aeronautical Meteorology Programme in The CAR Region. WP/06 included a proposal to request GREPECAS/18:

- i. to consider the approval of the proposed initiatives of the CAR/SAM projects; and
- ii. to resume the face-to-face meetings of the GREPECAS MET Subgroup, respecting the format of the programmes and projects

3.4.2.7 In line with the proposals from the WP/06, from Cuba, and WP/21, from the Secretariat, the following Draft Conclusion was formulated:

**DRAFT CONCLUSION**

**NACC/WG/5/XX:**

**MET ACTIVITIES**

That, for an effective implementation of the Standards and Recommended Practices of Annex 3, including the content of amendment 78, with a probable applicability date of November 2020, as well as to establish the required assistance mechanisms:

- a) CAR States and Territories submit by 16 June 2017 to the ICAO NACC Regional Office, the available implementation plans, including the challenges presently encountered and available implementation capacities; and
- b) GREPECAS CAR MET Project, supported by CAR States and Territories, gather information for the appropriate training in the following subjects: Introduction to the space weather services, atmospheric dispersion of radioactive material, introduction to the IWXXM, qualification, competencies and training of aeronautical meteorology personnel” by GREPECAS/18

**3.4.3 MEVA and Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG), Eastern Caribbean Aeronautical Fixed Service Network Technical Group (E/CAR AFS NTG) Meeting reports**

***MEVA Network***

3.4.3.1 Under WP/23 the Meeting was informed of the performance and results of the MEVA Network, highlighting that, it is necessary for an action plan to ensure that States carry out in their territories the protection of frequencies necessary to maintain current and future aeronautical services. The plan should contain at least the following activities:

1. Each State shall communicate to the national entity information on the necessary frequencies used for civil aviation, ensuring its protection at the national level.
2. Encourage the participation at the national level of a representative at the ITU 2019 assembly, to ensure the protection of aeronautical frequencies.
3. Support the proposal made by ICAO to ensure that frequencies are available for air navigation services.

3.4.3.2 Cuba indicated that it was agreed between Cuba and Mexico to begin activities to share radar data between the two States using the MEVA Network.

3.4.3.3 Cuba indicated that using the MEVA network would be a very good option for the implementation of GNSS monitoring of the region to ensure the best service at a low price.

***Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG)***

3.4.3.4 Under WP/24, the Meeting was informed of the progress made by the E/CAR/CATG and their different Committees during their Third Meeting held in Saint Kitts and Nevis in October 2016, highlighting:

- Implementation of a single QMS certification for the Eastern Caribbean
- NOTAM contingency plan between Curacao and Trinidad and Tobago
- ATFM Implementation within the PIARCO FIR/Upper Control Area (UTA)
- SAR activities in the E/CAR AREA

***Eastern Caribbean Aeronautical Fixed Service Network Technical Group (E/CAR AFS NTG)***

3.4.3.5 Under WP/25, the Meeting was informed of the results of the Seventh Eastern Caribbean Network Technical Group (E/CAR/NTG/7) and the Fifth Eastern Caribbean Radar Data Sharing Ad-hoc Group (E/CAR/RD/5) Meetings, both held at Saint Kitts and Nevis, from 17 to 18 October 2016, highlighting:

- The E/CAR AFS Network is capable to support the required services for AIXM and XML data exchange and is IPv4 compatible
- The E/CAR AFS Network performance has been satisfactory
- The effective work of the E/CAR/NTG Group on the Network improvements and performance, and the implementation of Phase I of the Radar Data Display
- For the newly constructed airport in Saint Vincent and the Grenadines (Argyle International Airport), air navigation voice and data services through the E/CAR/AFS network were provided
- Bilateral agreement between Trinidad and Tobago and United States on AFTM matter was made and is currently under discussion for flight data exchange in keeping with the objectives of ATFM, utilizing the System Wide Information Management (SWIM) concept
- Request for reactivation of Trinidad and Tobago - Venezuela Radar Exchange and plans for Trinidad and Tobago - Guyana Radar Exchange were formulated
- Activities made for exchange of RADAR between Sint Maarten and Trinidad and Tobago through an interconnection of the E/CAR Network to the MEVA III Network at the ZSU CERAP
- Trinidad and Tobago MRT data was successfully integrated into the Barbados new Air Traffic Management (ATM) system on 15 November 2016
- Integration of the Barbados surveillance (radar/ADS-B/MLAT) into the PIARCO MRT is expected to start by the end of June 2017.



- Agreement for ADS-B OUT implementation in the E/CAR region was made
- The activities for the definition of radar data display phase II process were formulated together with the initiative for a project proposal for E/CAR area under ICAO NACC NCLB

### 3.5 NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP) review – Aviation System Block Upgrade (ASBU) implementation progress

3.5.1 Under WP/22 presented by Cuba and WP/32 presented by United States, the Meeting was informed of several updates and changes expected in the new RPBANIP, including Air Navigation Reporting Forms (ANRFs), alignment to the changes made from 5th GANP/ASBU Block 0 Elements, ANRF templates, etc. WP/26 presented by the Secretariat consolidates the work to be done with the update to the RPBANIP. Considering the approval of the ASBU TF, the following decision was formulated:

#### DECISION

NACC/WG/5/XX

#### UPDATE OF RPBANIP

That, in order to update the RPBANIP with the 5th Edition of the GANP, the introduction of the ASBU B1 modules and several of the improvements defined by the States, the ASBU TF in coordination with the ICAO NACC Office draft an update of the RPBANIP by 30 Aug 2017.

3.5.2 The Secretariat informed that their PoC for the RPBANIP update is Mr. Raul Martinez from ICAO.

3.5.3 The Meeting recalled the website on ASBU sponsored by the ICAO NACC Office for the Block 0 Status Summary Table template and other supporting information for ASBU implementation (<https://www.icao.int/NACC/Pages/regional-group-asbu.aspx>):

#### ASBU ADHOC Group

Based on the ANI/WG Terms of Reference for expediting the work progress and to focus on the regional priorities, the ANI/WG/3 Meeting considered necessary and therefore agreed on the creation of an Ad hoc Group to support review, follow-up and reporting the achievement of the Air Navigation (AN) targets established in the RPBANIP and Port-of-Spain Declaration.

The ANI/WG ASBU Ad Hoc Group informed the NACC/DCA/6 Meeting on its assessment of the progress, showing underreporting of States and the need to change the current metrics, based on the minimum standardization of the modules to be implemented in the region. Similarly, the need for all States to notify ASBU elements to be implemented was suggested, as well as the designation of the Point of Contact to be responsible for the follow up of these implementations, in order to optimize project monitoring.

This web site is presented as a tool to stimulate and encourage States to present their progress and facilitate the arduous task entrusted to the Ad Hoc Group.

Con base en los Términos de Referencia para acelerar el avance del trabajo y para enfocarse en las prioridades regionales, la Reunión ANI/WG/3 consideró necesario y por lo tanto acordó la creación de un Grupo Ad hoc para apoyar la evaluación, seguimiento e informar el logro de las metas de Navegación Aérea (AN) establecidas en el RPBANIP y la Declaración de Puerto España.

El Grupo Ad hoc ASBU del ANI/WG informó a la Reunión NACC/DCA/6 sobre la evaluación del avance, mostrando la falta de informes de los Estados y la necesidad de cambiar las métricas actuales, con base en la estandarización mínima de los módulos a ser implementados en la región. Similarmente, se sugirió la necesidad de todos los Estados de notificar los elementos ASBU a ser implementados, así como la designación de Puntos de Contacto a ser responsables del seguimiento de estas implementaciones, para optimizar el monitoreo del proyecto.

Esta página se presenta como una herramienta para estimular y alentar a los Estados a presentar su avance y facilitar las arduas tareas delegadas al Grupo Ad hoc.

Rapporteur: Betty Castaing, (Dominican Republic).

#### Membership and Documentation



3.5.4 Under IP/07 the United States informed of the comparison between the 4<sup>th</sup> and the 5<sup>th</sup> Edition of the GANP. The 5th edition of the GANP including definition of some Aviation System Block Upgrade (ASBU) Elements in Block 0 Modules were defined as implementation ready with the exception of Block 0 WAKE Element 1 “New PANS-ATM wake turbulence categories and separation minima”.

3.5.5 Under IP/08REV, United States presented information on the United States implementation of the ASBU Block 0 Elements in support of the 5th edition of the GANP.

### **3.6 Review of regional air navigation performance indicators and metrics**

3.6.1 Under WP/28, the Meeting was informed of the reporting made on the performance achieved in the POS and RPBANIP targets provided to the CAR/SAM Planning and Implementation Regional Group (GREPECAS) and to ICAO HQs. The Meeting noted the implementation status as at December 2016 as informed through State letter Ref: NACC65523 23 dated March 2017 (WP/28 Appendix).

3.6.2 The Meeting recalled that the NACC Regional Office developed a webpage under its website for all States/Air Navigation Service Providers (ANSPs) and relevant users, to provide a visual reference of the agreed regional performance-based metrics and indicators. : <http://www.icao.int/NACC/Pages/Implementation-Targets.aspx>.

3.6.3 The Meeting also noted that the GANP 2016 – 2030 fifth edition 2016, makes reference to the progressive identification of a set of Regional Performance Metrics by the Planning and Implementation Regional Groups (PIRGs), and mention the fundamental role of the States supporting the regional performance metrics, outlining that the Air Navigation Reporting Forms (ANRFs) will be the basis for performance monitoring relating to Block Upgrade implementation at the regional and national levels.

3.6.4 Finally, the Meeting recalled that an ASBU TF was approved for assisting the update of the RPBANIP and well as to support the evaluation, monitoring and to inform on the achievement of the RPBANIP Air Navigation (AN) targets. To this extend the ASBU TF shall analyse the targets, status and formulation criteria and propose changes or updates as needed; together with the review and update the RPBANIP in accordance to the approved ToRs and work programme of this TF.

### **3.7 National Plan Reports on air navigation implementation**

3.7.1 Under IP/3, Mexico presented the progress on PBN implementation, in line with the performance based objectives of the RPBANIP and the Port of Spain Declaration. Mexico recognized early on, that PBN implementation is the main tool for airspace optimization.

3.7.2 Mexico’s airspace PBN Implementation Action Plan has been updated to reflect key activities and the expected benefits, including compliance dates, according to regional performance agreements incorporated to the RPBANIP version 3.1.

3.7.3 During 2016, Mexico received the visit of two international organizations to support PBN implementation: ICAO PBN TEAM Mission and Ambidji Group. ICAO TEAM Mission was conducted under the support of the Project RLA/09/801 – Multi-Regional Civil Aviation Assistance Programme (MCAAP). These two separate visits provided recommendations that are being taking into the implementation activities to continue PBN implementation.

3.7.4 Mexico's DGAC, SENEAM and FAA implemented a network of PBN routes in the area of the Gulf of Mexico, comprised of 12 routes with RNP 10.

3.7.5 Under IP/06, United States informed the Meeting on their ADS-B Final Rule that in 2010, the United States Federal Aviation Administration published a regulatory requirement for all aircraft operating within certain airspace to be equipped with Automatic Dependent Surveillance – Broadcast (ADS-B) Out technology by January 1, 2020, per Title 14 of the United States Code of Federal Regulations (CFR) part 91.225 and 91.227. This requirement will affect both United States and foreign operations. To ensure preparedness throughout the aviation community and prevent any operational disruptions, the FAA is promoting awareness to the international community so that foreign aircraft intending to operate within the affected airspace will be sufficiently equipped with ADS-B Out technology by the time the requirements come into effect.

3.7.6 Improved accuracy, integrity and reliability of ADS-B over radar means controllers may be able to safely reduce the mandatory separation between aircraft.

3.7.7 ADS-B in the United States NAS operates on two frequencies (links): 1090 MHz and 978 MHz. Equipment choices include either a Mode S transponder-based 1090 Extended Squitter (ES), or, a Universal Access Transceiver (UAT) operating on 978 MHz. The FAA has completed deployment of ADS-B ground radios and has called on aviation users to equip their aircraft in advance of the 1 January 2020 mandate.

3.7.8 Accomplishments thus far in Equip 2020 include:

- Published the Final Rule Technical Amendment to change the ADS-B Out Technical Standard Order (TSO) from “meet requirements” to “meet performance requirements”. Published the ADS-B out GPS receiver transition period exemption process (see paragraph 2.9 and 2.10 for further information).
- Developed an equipage tracking database to help track equipage trend, to promote awareness of available solutions and focus industry resources on those aircraft that do not already have solutions available.
- Obtained commitment from the aircraft certification services to prioritize ADS-B system certifications.
- Conducting on-going outreach to operators, installers and equipment manufacturers.

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**Agenda Item 4                      Regional Cooperation and Training Matters to Support Implementation**

**4.1        Review of Regional Project: RLA/09/801 Multi Regional Civil Aviation Assistance Programme (MCAAP)**

4.1.1            Under WP/29, the Meeting was informed of the implementation progress of the ICAO Technical Cooperation Project– Multi-Regional Civil Aviation Assistance Programme (MCAAP) (RLA/09/801). The Meeting recalled that this Project is a tool to assist Member States in the effective implementation of ICAO Standards and Recommended Practices, and to streamline aviation safety and air navigation implementation matters consistent with global air navigation and aviation safety plans and regional performance targets for air navigation and aviation safety.

4.1.2            Similarly, the Meeting was informed of: a) the development of the RLA/09/801 Procedural Handbook, b) the completed activities supported by the Project and c) the 2017 Activities that are still pending to be carried out.

4.1.3            Finally, the Project informed of their planning to develop the 2018 Project Calendar of Events, for which the Meeting formulated the following Draft Conclusion:

**DRAFT CONCLUSION  
NACC/WG/5/XX**

**PROJECT INPUTS FOR RLA/09/801 PROJECT EVENT CALENDAR**

That, in order to support the effective assistance to States of the RLA/09/801 Project MCAAP, the ANI/WG Chairman informs ICAO NACC Office on the NACC/WG and ANI/WG implementation assistance needs and other potential State implementation supporting activities no later than **15 July 2017**

**4.2        Progress on training matters for ANS implementation: Meeting of Directors of Civil Aviation Training Centres in the NAM/CAR Regions (NAM/CAR/CATC/WG/3)**

4.2.1            Under WP/30, the Meeting was informed of the results of the Third NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/3) held at ICAO NACC Regional Office, Mexico City, Mexico, from 19 to 20 October 2016, highlighting agreements for:

- creation of a Regional Data Base of Instructors; and
- creation and support a commission to work in the development and implementation of a NAM/CAR Regional Training Centres Association

4.2.2            The Meeting recognized that active participation of stakeholders in the NAM/CAR/CATC/WG is needed considering that this working group is responsible for the strategic training activity in the NAM/CAR Regions. In this regard the Meeting took note that the NAM/CAR/CATC/WG/4 Meeting will be held from 9 to 11 October 2017 at the ICAO NACC Regional Office.

4.2.3 To support the CATC/WG activities, the Meeting had identified several training implementation needs from the different TFs in order to keep the catalogue of courses of the Regional training organizations up to date. In this regard, the Meeting agreed in the following Decision:

**DECISION**

**NACC/WG/5/XX**

**TRAINING NEEDS FOR AIR NAVIGATION IMPLEMENTATION**

That, in order to ensure the work of the training centres in the NAM/CAR Regions addressed to the implementation needs of the region, the NACC/WG through ICAO submit to the NAM/CAR CATC/WG the training implementation needs identified by the NACC/WG/5 Meeting by **30 August 2017** .

**Agenda Item 5                    NACC/WG Work Programme Until 2020**

5.1                    Under WP/31, the Secretariat informed that the Meeting is invited to review and update the NACC/WG Terms of Reference (ToRs) and work plan to be presented in The Seventh Meeting of North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/7).

5.2                    It should be considered that the NACC/WG ToRs should be updated in relation with the changes made on the ICAO Doc 9750 - Global Air Navigation Plan (GANP), incorporated in RPBANIP for the NAM/CAR Regions.

5.3                    With these guidelines, the NACC/WG Meeting should also review their work programme and associated tasks for harmonized implementation of Air Navigation Services (ANS) infrastructure in the NAM and CAR Regions.

5.4                    Regarding the membership included in the ToRs, the Meeting highlighted the importance of Ecuador and Venezuela being part of the NACC/WG, because these States have operations in common with Central America and some Caribbean Islands.

**Agenda Item 6            Other Business**

6.1            Under P05, the Secretariat informed, as presented to the Caribbean States in the 20th CASSOS Meeting, the different activities and assistances performed by the ICAO NACC Office to Caribbean States/Territories under the NCLB Strategy. The results of this support for 2017 were highlighted as follows:

- 4 States with an USOAP EI increase with 2 of these States with a recognition by the ICAO President of the Council
- Technical NCLB Assistance missions for AVSEC matters to Antigua and Barbuda
- Technical NCLB Assistance missions for PBN and AIM matters to Jamaica
- Enhancement to CASSOS with the transnational inspectors initiative and RSOO documentation development
- Provision of USOAP Training
- Implementation of Champion State concept: exchange of State SMEs
- Approx. 10% Resolution of valid GANDD Deficiencies
- Increase to 45% of aerodromes certification and initiation of 10 more aerodromes by SAFE Fund aerodrome Certification Projects and joint assistance activities between ICAO/FAA/ACI
- Improvement to AIG EI with development of Regional Accident and Incident Organization (RAIO) for the Caribbean and support to Central American GRIAA
- Haiti SSC Resolution Project
- Third party funding activities

6.2            The Meeting recognized the commitment of ICAO to assist the States under the NCLB Strategy and the State commitment to continue these efforts.

**Host and dates for the next NACC/WG Meeting**

6.3            The Secretariat highlighted the previous Meetings of the NACC Working Group (NACC/WG) that have been held as detailed in the Meetings Rotational programme mentioned below, where the NACC/WG/6 Meeting shall be held in Dominican Republic in 2020.

<b><u>Meeting</u></b>	<b><u>Year</u></b>	<b><u>States / Territories</u></b>
NACC/WG/1	2007	Trinidad and Tobago (E/CAR)
NACC/WG/2	2008	Jamaica (C/CAR)
NACC/WG/3	2011	Guatemala (Central America)
NACC/WG/4	2014	Canada (NAM)
NACC/WG/5	2017	Trinidad and Tobago (E/CAR)
NACC/WG/6	2020	Dominican Republic (C/CAR)
NACC/WG/7	2023	To be determined (Central America)