



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

**FIRST CAR REGION SAFETY AND AIR NAVIGATION  
DIRECTORS MEETING**

**CAR/DCA/OPSAN/1**

**FINAL REPORT**

**MEXICO CITY, MEXICO, 18 TO 19 FEBRUARY 2014**

Prepared by the Secretariat

March 2014

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



**List of Contents**

<b>Contents</b>	<b>Page</b>
<b>Index</b> .....	i-1
<b>Historical</b> .....	ii-1
<b>ii.1</b> Place and Date of the Meeting.....	ii-1
<b>ii.2</b> Opening Ceremony.....	ii-1
<b>ii.3</b> Officers of the Meeting .....	ii-1
<b>ii.4</b> Working Languages .....	ii-1
<b>ii.5</b> Schedule and Working Arrangements.....	ii-1
<b>ii.6</b> Agenda .....	ii-2
<b>ii.7</b> Attendance.....	ii-3
<b>ii.8</b> Conclusion.....	ii-3
<b>ii.9</b> List of Working Papers and Information Papers and Presentations .....	ii-3
<b>List of Participants</b> .....	iii-1
Contact Information .....	iv-1
<b>Agenda Item 1</b> .....	1-1
<b><i>Approval of the Provisional Meeting Agenda and Schedule</i></b>	
<b>Agenda Item 2</b> .....	2-1
<b><i>ICAO Global Aviation Safety Plan (GASP) and ICAO Global Air Navigation Plan (GANP)</i></b>	
2.1 <i>Global Air Navigation Plan (GANP)</i>	
2.2 <i>Global Aviation Safety Plan (GASP)</i>	
<b>Agenda Item 3</b> .....	3-1
<b><i>NAM and CAR Regional Safety and Air Navigation Priorities</i></b>	
3.1 <i>Regional Air Navigation Objectives and Priorities</i>	
3.2 <i>Regional Aviation Safety Group – Pan America (RASG-PA)</i>	
3.2 <i>Appendix - RPBANIP NAM/CAR Air Navigation Targets</i>	3A-1
<b>Agenda Item 4</b> .....	4-1
<b><i>Regional Performance Indicators and Metrics for Implementation of Improvements in Safety and Air Navigation</i></b>	
4.1 <i>ICAO Regional Performance Dashboards – Air Navigation; Annual Global Air Navigation Report</i>	4-1
4.2 <i>ICAO Regional Performance Dashboards – Safety</i>	4-2
4.3 <i>Aerodrome certification</i>	4-3
4.4 <i>CAR Regional Performance-Based Navigation (PBN) Implementation</i>	4-3

<b>Contents</b>	<b>Page</b>
4.5 <i>CAR Region Air Traffic Flow Management (ATFM)</i>	4-4
4.6 <i>CAR Region Aeronautical Information Management (AIM) Implementation</i>	4-5
4.7 <i>Communications, Navigation and Surveillance (CNS) Infrastructure as enablers of Operational Improvements</i>	4-6
4.8 <i>Meteorology (MET) Improvements</i>	4-6
4.9 <i>NAM/CAR Air Navigation Implementation Working Group Progress</i>	4-6
4.10 <i>NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Version 3.0</i>	4-6
<b>Agenda Item 5</b> .....	5-1
<b><i>Port-of-Spain Declaration</i></b>	
5.1 <i>Preparation of the “Port-of-Spain Declaration”</i>	5-1
5.1 <i>Appendix - Draft Port-of-Spain Declaration</i>	5A-1
<b>Agenda Item 6</b> .....	6-1
<b><i>Other Business</i></b>	
6.1 <i>Technical Cooperation Project - Implementation of Performance-Based Air Navigation Systems for the CAR Region, RLA/09/801 for implementation of the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)</i>	6-1

## **HISTORICAL**

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

The First CAR Region Safety and Air Navigation Directors Meeting (CAR/DCA/OPSAN/1) was held at the ICAO NACC Regional Office in Mexico City, Mexico, from 18 to 19 February 2014.

### **ii.2 Opening Ceremony**

Mr. Jorge Fernandez, Deputy Regional Director of the North American, Central American and Caribbean (NACC) Office of the International Civil Aviation Organization (ICAO), provided opening remarks, welcomed the participants to Mexico City and officially opened the meeting.

### **ii.3 Officers of the Meeting**

Mr. Orlando Nevot Gonzalez, delegate from Cuba, was unanimously elected as Chairman of the CAR/DCA/OPSAN/1 Meeting. Mr. Eduardo Chacin, Regional Officer, Flight Safety, served as Secretary of the meeting, assisted by Mr. Julio Siu, Regional Officer, Communications, Navigation and Surveillance, both 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 report of the meeting were available to participants in both languages.

### **ii.5 Schedule and Working Arrangements**

It was agreed that the working hours for the sessions of the meeting would be from 9:00 to 15:30 hours daily with adequate breaks. An Ad hoc Group was created during the meeting to do further work on specific agenda items.

**ii.6            Agenda**

**Agenda Item 1:            Approval of the Provisional Meeting Agenda and Schedule**

**Agenda Item 2:            ICAO Global Aviation Safety Plan (GASP) and ICAO Global Air Navigation Plan (GANP)**

- 2.1    Global Air Navigation Plan (GANP)
- 2.2    Global Aviation Safety Plan (GASP)

**Agenda Item 3:            NAM and CAR Regional Safety and Air Navigation Priorities**

- 3.1    Regional Air Navigation Objectives and Priorities
- 3.2    Regional Aviation Safety Group – Pan America (RASG-PA)

**Agenda Item 4:            Regional Performance Indicators and Metrics for Implementation of Improvements in Safety and Air Navigation**

- 4.1    ICAO Regional Performance Dashboards – Air Navigation; Annual Global Air Navigation Report
- 4.2    ICAO Regional Performance Dashboards – Safety
- 4.3    Aerodrome Certification
- 4.4    CAR Regional Performance-Based Navigation (PBN) Implementation
- 4.5    CAR Region Air Traffic Flow Management (ATFM)
- 4.6    CAR Region Aeronautical Information Management (AIM) Implementation
- 4.7    Communications, Navigation and Surveillance (CNS) Infrastructure as Enablers of Operational Improvements
- 4.8    Meteorology (MET) Improvements
- 4.9    ANI/WG Progress
- 4.10   NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Version 3.0

**Agenda Item 5:            Port-of-Spain Declaration**

- 5.1    Preparation of the “Port-of-Spain Declaration”

**Agenda Item 6:            Other Business**

- 6.1    Technical Cooperation Project - *Implementation of Performance-Based Air Navigation Systems for the CAR Region, RLA/09/801* for implementation of the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)

**ii.7            Attendance**

The meeting was attended by 14 States/Territories from the NAM/CAR Regions and 1 international organization, totalling 30 delegates as indicated in the list of participants.

**ii.8 List of Conclusions**

The Meeting recorded agreements as conclusions as follows:

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

Number	Title	Page
1	<i>Approval of the Port-of-Spain Declaration</i>	5-1

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

*Refer to the Meeting web page:*

<http://www.icao.int/NACC/Pages/meetings-2014-cardcaopsan.aspx>

**WORKING PAPERS**

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev. 2	1	Provisional Agenda and Schedule of the Safety and Air Navigation Directors of the CAR Region Meeting	17/02/14	Secretariat
WP/02	3.1	NAM/CAR Air Navigation Priorities and Targets	24/01/14	Secretariat
WP/03	3.2	RASG-PA Progress Report	31/01/14	Secretariat
WP/04	4.1	Air Navigation Performance Dashboard and the Annual Global Air Navigation Report	14/01/14	Secretariat
WP/05	4.2	Regional Safety Targets	31/01/14	Secretariat
WP/06 Rev.	4.3	Aerodrome Certification	17/02/14	Secretariat
WP/07	4.4	Implementation of Performance-Based Navigation (PBN)	10/01/14	Secretariat
WP/08	4.5	Demand and Capacity Balancing (DCB) for Air Traffic Flow Management (ATFM)	07/02/14	Secretariat
WP/09	4.6	AIM Implementation	14/01/14	Secretariat
WP/10	4.7	Communications, Navigation, Surveillance (CNS) and Automation as Technical Enablers of the NAM/CAR Regions Performance and Operational Improvements	24/01/14	Secretariat
WP/11	4.8	MET Improvements	06/02/14	Secretariat

**WORKING PAPERS**

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/12	4.9	First NAM/CAR Air Navigation Implementation Working Group Meeting; (AIP/WG/1); Air Navigation Implementation Progress and Results	13/02/14	ANI/WG Chairman
WP/13	5.1	Port-of-Spain Declaration	30/01/14	Secretariat
WP/14	6.1	ICAO Technical Cooperation Project– Implementation of Performance-Based Air Navigation Systems for the CAR Region (RLA/09/801) – A Tool for Streamlining Air Navigation Implementation	21/01/14	Secretariat

**INFORMATION PAPERS**

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	--	List of Working and Information Papers	17/02/14	Secretariat
IP/02	2.1	ICAO Global Air Navigation Plan	14/01/14	Secretariat
IP/03	2.2	ICAO Global Aviation Safety Plan	31/01/14	Secretariat
IP/04	3.2	Review of Valid Conclusions and Decisions from the RASG-PA and Executive Steering Committee (ESC) Meetings	31/01/14	Secretariat
IP/05	3.2	RASG-PA Annual Safety Reports	30/01/14	Secretariat
IP/06	4.9	Revised NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Version 3.0	24/01/14	Secretariat

**PRESENTATIONS**

Number	Agenda Item	Title	Presented by
1	2.1	ICAO Global Air Navigation Plan (GANP)	Secretariat
2	2.2	ICAO Global Safety Plan (GASP)	Secretariat
3	3.2	Regional Aviation Safety Group – Pan America (RASG-PA)	Secretariat
4	6.1	Project RLA/09/801	Secretariat

---

**LIST OF PARTICIPANTS**

**BELIZE**

Gilberto Orlando Torres

**COSTA RICA**

Manuel Pérez Solís  
Frazier Rodríguez Muñoz  
Fernando Naranjo Elizondo

**CUBA**

Orlando Nevot Gonzalez  
Pedro Luis Colmenero L.  
José Armando López Falcón

**CURAÇAO**

Michael Llanes

**DOMINICAN REPUBLIC**

Eddian Mendez

**FRANCE**

Marc Balland

**GUATEMALA**

Jose Horacio Avila Oliva  
Juan Carlos Alvarado

**HAITI**

Joseph Laurent Dumas  
Jacques Boursiquot

**JAMAICA**

Egbert Field  
Carl B. Gaynair

**MEXICO**

Jorge Romero García  
Ricardo Quintal Martinez  
José I. Gil Jiménez  
Enrique Flores Hernández  
Sergio Eduardo Chavez G.  
Daniel A. Sánchez Gutiérrez

**NICARAGUA**

Eleana Jose Salguera Montes

**TRINIDAD AND TOBAGO**

Francis Regis  
Alexis Brathwaite

**UNITED KINGDOM**

Mark Denney  
Mark Baker

**UNITED STATES**

Christopher Barks  
Michael Meyers

**COCESNA**

Juan Carlos Trabanino

**ICAO**

Jorge Fernandez Chacon  
Víctor Hernandez  
Jaime Calderon  
Julio Siu  
Raul Martinez  
Eduardo Chacin  
Julio Garriga  
Guillermo Vega  
Carlos Gonzalez



**CONTACT INFORMATION**

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
<b>BELIZE</b>		
<b>Gilberto Orlando Torres</b> Deputy Director of Civil Aviation	Belize Department of Civil Aviation	Tel. +501 225-2014 E-mail gilberto.torres@civilaviation.gov.bz
<b>COSTA RICA</b>		
<b>Manuel Pérez Solís</b> Director de Navegación Aérea	Dirección General de Aviación Civil	Tel. +506 8380 3338 E-mail navegacionaerea.director@dgac.go.cr
<b>Frazier Rodríguez Muñoz</b> Encargado del Programa de Seguridad Operacional del Estado SSP	Dirección General de Aviación Civil	Tel. +506 2242 8000/2435 7681 E-mail frodriguez@dgac.go.cr/frazier.rodriguez@gmail.com
<b>Fernando Naranjo Elizondo</b> Especialista ATM	Dirección General de Aviación Civil	Tel. +506 22314924 E-mail Fer_nar_eli@hotmail.com
<b>CUBA</b>		
<b>Orlando Nevot Gonzalez</b> Director de Aeronavegación	IACC	Tel. + 53 7838 1121 E-mail orlando.nevot@iacc.avianet.cu
<b>José Armando López Falcón</b> Jefe Oficina CMA	IACC	Tel. +53-7 838 1123 E-mail jose.armando@iacc.avianet.cu/spacejalf@yahoo.com
<b>Pedro Luis Colmenero Lauredo</b> Director de Operaciones y Seguridad Operacional	IACC	Tel. +537 838-1115 E-mail pedro.colmenero@iacc.avianet.cu
<b>CURAÇAO</b>		
<b>Michael Llanes</b> Aviation Safety Inspector Flight Operations	Curacao Civil Aviation Authority	Tel. +599 9839 3319/9516 6376 E-mail michael.llanes@gobiernu.cw/mllanes.ccaa@gmail.com
<b>DOMINICAN REPUBLIC</b>		
<b>Eddian Mendez</b> Deputy Coordinator State Safety Programme	Instituto Dominicano de Aviación Civil (IDAC)	Tel. 1 809 274 4322 Ext. 2531 E-mail emendez@idac.gov.do
<b>FRANCE</b>		
<b>Marc Balland</b> Head of Safety and Security Department	DGAC/DSAC-AG	Tel. +596 (0) 5965 56025 E-mail marc.balland@aviation-civile.gouv.fr

CAR/DCA/OPSAN/1  
List of Participants – Contact Information

iv – 2

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
<b>GUATEMALA</b>		
<b>José Horacio Avila Oliva</b> Supervisor Control de Tránsito Aéreo	Dirección General de Aeronáutica Civil	Tel. +502 4472-6142/2321-5022 E-mail joracio2@yahoo.com
<b>Juan Carlos Alvarado</b> Controlador de Tránsito Aéreo	Dirección General de Aeronáutica Civil	Tel. +502 5547 4762 E-mail jcalvaradoc@gmail.com
<b>HAITI</b>		
<b>Jacques Boursiquot</b> Director of Air Navigation	Office National de l'Aviation Civile	Tel. (509) 4494 0047 E-mail jacques.boursiquot@ofnac.gouv.ht
<b>Joseph Laurent Dumas</b> Director of Air Safety	Office National de l'Aviation Civile	Tel. +509 4494 0045 E-mail ljumas.hcaa@yahoo.com
<b>JAMAICA</b>		
<b>Egbert Field</b> Manager, Flight Operations	Jamaican Civil Aviation Authority	Tel. +1 876-936 6510 E-mail egbert.field@jcaa.gov.jm
<b>Carl Gaynair</b> Manager, Air Traffic Services	Jamaica Civil Aviation Authority	Tel. + 1 876 995 7581 E-mail mats@jcaa.gov.jm
<b>MEXICO</b>		
<b>Jorge Romero García</b> Director de Aeropuertos	Dirección General de Aeronáutica Civil	Tel. (52) 55 5723-9300 x 18037 E-mail jromerog@sct.gob.mx
<b>Ricardo Quintal Martínez</b> Director Seguridad Aérea	Dirección General de Aeronáutica Civil	Tel. + 52 55 5482 4100 x 18064 E-mail rquintal@sct.gob.mx
<b>José I. Gil Jiménez</b> Subdirector de Área	Dirección General de Aeronáutica Civil	Tel. +52 55 5723 9300 x. 18084 E-mail jgiljim@sct.gob.mx
<b>Enrique Flores Hernández</b> Instructor Formación Técnica Operaciones de Cabina	Dirección General de Aeronáutica Civil	Tel. 52 55 5723-9300 E-mail efloresh@sct.gob.mx
<b>Sergio Eduardo Chávez Gómez</b> Jefe del Área de Coordinación de Proyectos	SENEAM	Tel. (55) 57 86 55 14 E-mail schavgom@sct.gob.mx
<b>Daniel A. Sánchez Gutiérrez</b> Especialista en Procedimientos	SENEAM	Tel. +5255 5786 5514 E-mail sanchezgdaniel@yahoo.com
<b>NICARAGUA</b>		
<b>Eleane José Salguera Montes</b> Control de Calidad de la Dirección de Navegacion Aerea	Instituto Nicaragüense de Aeronáutica Civil	Tel. +505 227-68580 X1601-1580 E-mail aisvof@inac.gob.ni

CAR/DCA/OPSAN/1  
List of Participants – Contact Information

iv – 3

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
<b>TRINIDAD AND TOBAGO</b>		
<b>Alexis Brathwaite</b> Manager Air Traffic Services	Trinidad and Tobago Civil Aviation Authority	Tel. +1 868 669 4806 E-mail abrathwaite@caa.gov.tt
<b>Francis Regis</b> Executive Manager Safety Regulation	Trinidad and Tobago Civil Aviation Authority	Tel. +1 868 669 4302 E-mail fregis@caa.gov.tt
<b>UNITED KINGDOM</b>		
<b>Mark Baker</b> Safety Development Manager	ASSI	Tel. + 44 1293 897019 E-mail mark.baker@airsafety.aero
<b>Mark Denney</b> CNS Inspector	ASSI	Tel. + 44 1293 897005 E-mail Mark.denney@airsafety.aero
<b>UNITED STATES</b>		
<b>Michael Meyers</b> Civil Airport Engineer	Federal Aviation Administration	Tel. +1 202 267 8785 E-mail michael.a.meyers@faa.gov
<b>Christopher Barks</b> Director, Western Hemisphere Office	Federal Aviation Administration	Tel. +1 507 317 5370 E-mail christopher.barks@faa.gov
<b>COCESNA</b>		
<b>Juan Carlos Trabanino</b> Director ACNA	COCESNA	Tel. + 504 2234 3360 E-mail juan.trabanino@cocesna.org
<b>ICAO</b>		
<b>Jorge Fernández Chacón</b> Deputy Regional Director / Director Regional Adjunto	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail icaonacc@icao.int
<b>Víctor Hernandez</b> Regional Officer, Air Traffic Management Especialista Regional en Gestión del Tránsito Aéreo y Búsqueda y Salvamento	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail vhernandez@icao.int
<b>Jaime Calderón</b> Regional Officer, Aerodromes and Ground Aids Especialista Regional en Aeródromos y Ayudas Terrestres	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 x 119 E-mail jcalderon@icao.int

CAR/DCA/OPSAN/1  
List of Participants – Contact Information

iv – 4

Name / Position Nombre / Puesto	Administration / Organization Administración / Organización	Telephone / E-mail Teléfono / Correo-e
<b>Julio Siu</b> Regional Officer, Communications, Navigation and Surveillance Especialista en Comunicaciones, Navegación y Vigilancia	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail jsiu@icao.int
<b>Raúl Martínez</b> Regional Officer, Aeronautical Information Management Especialista Regional en Gestión de la Información Aeronáutica	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail rmartinez@icao.int
<b>Eduardo Chacin</b> Regional Officer, Flight Safety Especialista Regional en Seguridad Operacional	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail echacin@icao.int
<b>Julio Garriga</b> Regional Officer, Technical Cooperation Especialista Regional en Cooperación Técnica	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail jgarriga@icao.int
<b>Guillermo Vega</b> Regional Officer, Aeronautical Meteorology Especialista Regional en Meteorología	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 52 55 5250 3211 E-mail gvega@icao.int
<b>Carlos González</b> Regional Officer, Air Traffic Management Especialista Regional en Gestión del Tránsito Aéreo 0	North American, Central American and Caribbean Office / Oficina para Norteamérica, Centroamérica y Caribe (NACC)	Tel. + 5255 5250-3211 E-mail cgonzalez@icao.int

**Agenda Item 1            Approval of the Provisional Meeting Agenda and Schedule**

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

1.2            The approved meeting agenda is presented in the historical section of this report.

---

**Agenda Item 2            ICAO Global Aviation Safety Plan (GASP) and ICAO Global Air Navigation Plan (GANP)**

**2.1                    Global Air Navigation Plan (GANP)**

2.1.1                The Meeting noted the content of the 4th edition of the *Global Air Navigation Plan* (Doc 9750) and supported the implementation dates established by the regional performance objectives in the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (RPBANIP) Version 3. The Secretariat informed that short and medium-term implementation strategies were established from 2013 to 2016 and from 2016 to 2018, respectively, as transition periods consistent with the Aviation System Block Upgrade (ASBU) Block 0 established strategies.

2.1.2                The Meeting recognized that States should support harmonized implementation of these strategies with clear short and medium-term goals. Therefore, States should provide sufficient material, human and fiscal resources to comply with the deadlines set forth in Agenda Item 5.1 of this report. The ICAO NACC Regional Office will continue to monitor implementation as well as assist States, Territories and regional organizations, as required.

**2.2                    Global Aviation Safety Plan (GASP)**

2.2.1                The Secretariat delivered Presentation 2 on the updated ICAO GASP (2013-2016), which was published in 2013 to serve as a planning tool and support for the Regional Aviation Safety Groups (RASGs), States and industry with planning and implementation processes. It has undergone significant change, mainly driven by its strengthened role as a high-level policy, planning and implementation document in conjunction with the ICAO GANP.

2.2.2                The high-level presentation consisted of GASP target dates and broad objectives:

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

2.2.3                The Meeting acknowledged that the GASP will provide States with assistance in identifying safety initiatives that provide solutions to identified operational needs and help mitigate identified safety risks.

---

## **Agenda Item 3            NAM and CAR Regional Safety and Air Navigation Priorities**

### **3.1                    Regional Air Navigation Objectives and Priorities**

3.1.1            Under WP/02, the Meeting was briefed on the NAM/CAR air navigation regional priorities for the next five-year period and the corresponding monitoring and reporting targets for all States/Territories as agreed under the RPBANIP.

3.1.2            The Meeting noted that follow-up on the RPBANIP is carried out by different regional implementation groups, i.e., Central Caribbean Working Group (C/CAR/WG), Central American Air Navigation Experts Working Group (CA/ANE/WG) and Eastern Caribbean Working Group (E/CAR/WG) and now the NAM/CAR Air Navigation Implementation Working Group (NAM/CAR ANI/WG). Similarly, States have developed national plans in accordance with the RPBANIP.

3.1.3            The RPBANIP establishes the NAM/CAR regional priorities, described as Regional Performance Objectives (RPOs), to be accomplished from 2013 to 2018, which are aligned with global air navigation priorities, agreed regional performance-based metrics and indicators, and the ICAO ASBU Air Navigation Reporting Forms (ANRFs). RPOs reflect the necessary implementation activities to support air navigation regional priorities. The current RPOs are:

1.            Implementation of Performance-Based Navigation (PBN)
2.            Implementation of Flexible Use Airspace (FUA)
3.            Improve Demand and Capacity Balancing (DCB)
4.            Improve Situational Awareness
5.            Enhance Capacity and Efficiency of Aerodrome Operations
6.            Optimization and Modernization of Communication Infrastructure
7.            Implementation of Aeronautical Information Management (AIM)
8.            Improve Availability of Meteorological Information
9.            Improve the Search and Rescue (SAR) System

3.1.4            The Meeting noted that even though the NAM/CAR Regions adopted the ASBU 18 B0 modules in principle, only 15 of the modules are described in the RPBANIP. The remaining 3 ASBU B0 modules – Airborne Separation (ASEP), Optimum Flight Levels (OFPLs) and Wake Turbulence Separation (WAKE) - shall be included in future reviews of the RPBANIP as required. As reflected in the RBPANIP ANRFs, the implementation monitoring targets are listed in the **Appendix** to this part of the report.

3.1.5 The Meeting noted that due to air navigation improvements, an environmental target is foreseen as: “achieve 40,000 tons of regional CO<sub>2</sub> emission reduction per year through en-route PBN implementation.”

### **3.2 Regional Aviation Safety Group – Pan America (RASG-PA)**

3.2.1 The Secretariat presented WP/03 and delivered Presentation 3 with an update on RASG-PA activities. It was noted that even with limited in-kind resources and scarce participation from State civil aviation authorities on various RASG-PA teams, activities, and projects, RASG-PA has been able to successfully perform its assigned tasks through considerable commitment and dedication of the active members.

3.2.2 The Secretariat reported that in the three years since the establishment of RASG-PA, the impact of its work has resulted in reducing the fatal accident risk for Part 121 and like operations in the CAR/SAM Region by approximately 24%. However, it should be noted that RASG-PA, through relevant data analysis, has identified an increased safety risk in the area of Mid-Air Collision (MAC) as a result of an increased trend in Traffic Collision and Avoidance System (TCAS) incidents. Therefore, MAC has been added to the already identified top three risk areas, namely: Runways Excursion (RE); Loss of Control In-Flight (LOC-I); and Controlled Flight Into Terrain (CFIT).

3.2.3 The Meeting noted key RASG-PA deliverables:

- Four Pan American Aviation Safety Summits
- Four editions of the RASG-PA Annual Safety Report
- Proposal for Amendment to Aeronautical Legislation to Protect Safety Information Sources
- First Aeronautical Legislative Seminar for the Protection of Safety Information
- Runway Excursion Risk Reduction (RERR) Toolkit (Version 2)
- Surveys on go-around policies and unstable approach mitigation
- Advanced Maneuvers Manual distributed to all operators in the region
- Seven RASG-PA Aviation Safety Workshops/Seminars
- Pilot Monitoring Toolkit
- Guidance for Maintaining Runways in Accordance with ICAO Annex 14
- Aviation safety training material made available on the RASG-PA website: [www.rasg-pa.org](http://www.rasg-pa.org)
- Standardized CFIT training across operators in the region
- RASG-PA Safety Advisories (RSAs)
- Runway Safety Teams (RSTs) implemented at the Mexico City International Airport (MMMX), Mexico; Montego Bay, (MKJS), Jamaica; Quito, (SEQU), Ecuador; Lima (SPIM), Peru and San Jose, Costa Rica (MROC)

3.2.4 The Meeting was informed that RASG-PA, in addition to the development of Safety Enhancement Initiatives to reduce fatality risks related to REs, LOC-I and CFIT, is also working on various projects to enhance safety in coordination with several members, such as:

- Consistent use of Standard Spanish and English Phraseology in accordance with the ICAO PANS-ATM – Air Traffic Management (Doc 4444)
- Central American Accident and Incident Prevention Investigation Commission
- Flight Information Quality Assurance (FOQA) Programme
- Bird Strike Reduction Programme

3.2.5 The Secretariat stressed the importance of State participation in RASG-PA activities through designation of the appropriate representative. Therefore, States are urged to inform the RASG-PA Secretariat of their designated focal point.

3.2.6 The Meeting acknowledged that with the assistance of the ICAO NACC Regional Office and the contribution of RASG-PA, the CAR Region would be able to comply with the regional safety targets as agreed.

**APPENDIX**  
**RPBANIP NAM/CAR AIR NAVIGATION TARGETS**

Element	Targets
1. PBN implementation	<ul style="list-style-type: none"> <li>• 80% of international aerodromes to have PBN STARs implemented by December 2016</li> <li>• 60% of international aerodromes to have PBN SIDs implemented by December 2016</li> <li>• 50% of PBN routes implemented by December 2018</li> </ul>
2. CDO	50% of international aerodromes to have Continuous Descent Operations (CDOs) implemented by December 2016
3. CCO	60% of international aerodromes to have Continuous Climb Operations (CCOs) implemented by December 2016
4. ATFM	100% of FIR ACCs to utilize ATFM measures by December 2018
5. AIM Transition	<ul style="list-style-type: none"> <li>• 85% of States QMS certified by December 2016</li> <li>• 10% of States to have e-TOD implemented by December 2018</li> <li>• 40% of States to have AIXM implemented by December 2018</li> <li>• 45% of States to have e-AIP implemented by December 2018</li> <li>• 35% of States to have digital NOTAM implemented by December 2018</li> </ul>
6. AMHS Implementation Interconnection	4 States to have Air Traffic Services Message Handling Services (AMHS) interconnected with other AMHS by December 2014
7. ATS Interfacility Data Communications (AIDC) Exchange	50% of FIR applicable ACCs to have implemented at least one interface to use AIDC/OLDI with neighbouring ACCs by December 2016
8. Implementation of ATN infrastructure	<ul style="list-style-type: none"> <li>• 70% of ATN router structure implemented by June 2016</li> <li>• 100% MEVA III IP Network implementation by August 2015</li> </ul>
9. Airspace Planning	100% PBN airspace planning by December 2018
10. Flexible Use Airspace	50% of civil-military segregated airspaces available for civil operations by December 2016
11. AMAN And Time-Based Metering	10% of international aerodromes with AMAN and time-based metering by December 2016
12. Departure Management (DMAN)	10% of international aerodromes with DMAN by December 2016
13. Movement Area Capacity Optimization	20% of international aerodromes with airport capacity calculated by December 2016
14. ADS-C Over Oceanic and Remote Areas	80% of FIRs to have ADS-C implemented by service providers by December 2016

Element	Targets
15. CPDLC	80% of oceanic/remote area FIRs to have CPDLC implemented by service providers by June 2018
16. APV with Baro VNAV	80% of international aerodromes to have instrument runways with APV with Baro VNAV procedures implemented by service providers and users by December 2016
17. APV with SBAS (WAAS)	20% of international aerodromes to have instrument runways provided with APV with SBAS/WAAS procedures implemented by service providers and users by December 2018
18. APV with GBAS	20% of international aerodromes to have instrument runways provided with APV GBAS procedures implemented by service providers by December 2018
19. LNAV	60% of international aerodromes to have instrument runways with LNAV procedures implemented by service providers and users by December 2016 – as per Assembly Resolution A37-11
20. Surveillance System for Ground Surface Movement (PSR, SSR, ADS B or Multilateration)	30% of international aerodromes to have SMR/SSR Mode S/ADS-B Multilateration for ground surface movement implemented by States/airport operators by June 2018
21. On-board Surveillance Systems (transponder with ADS-B capacity)	20% of aircrafts to have on-board surveillance systems (transponder with ADS B capacity) installed by aircraft operators by June 2018
22. Vehicle Surveillance Systems	20% of vehicles at international aerodromes to have cooperative transponder systems installed by vehicle operators at selected airports by June 2018
23. Visual Aids for Navigation	70% of international aerodromes in compliance with visual aid requirements as per Annex 14 by December 2015
24. Aerodrome Bird/Wildlife Organization and Control Programme	70% of international airports to have an aerodrome bird/wildlife organization and control programme implemented by December 2018
25. Airport – CDM	60% of international aerodromes to have Airport-CDM implemented by December 2018
26. Aerodrome Certification	48% of international aerodromes certified by December 2016
27. Heliport Operations	30% of heliports to have operational approval by December 2018
28. Implementation of ADS-B	30% of selected international aerodromes to have ADS-B implemented by December 2018
29. Implementation of Multilateration	80% of selected international airports to have a multilateration system implemented by June 2018
30. Automation System (presentation)	70% of ACCs to have an automation system implemented by December 2017
31. ACAS II (TCAS Version 7.1)	10% of aircrafts equipped with ACAS II (TCAS Version 7.1) by December 2018
32. Short-term Conflict Alert Implementation (STCA)	80% of ATS units to have ground-based safety nets short term Conflict Alerts (STCA) implemented by December 2014

Element	Targets
33. Area Proximity Warning (APW)/ Minimum Safe Altitude Warning (MSAW)	70% of ATS units to have ground-based safety nets (APW/MSAW) implemented by December 2015
34. Medium-term Conflict Alert (MTCA)	80% of ATS units to have ground-based safety nets (MTCA) implemented by December 2016
35. WAFS	100% of States to have WAFS Internet File Service (WIFS) implemented by December 2014
36. IAVW	70% of MWOs to have IAVW procedures implemented by December 2014 - Volcanic Ash Advisory Centre, Washington USA
37. Tropical Cyclone Watch	100% of MWOs to have tropical cyclone watch procedures implemented by December 2014 - Tropical Cyclone Advisory Centre, Miami, USA
38. Aerodrome Warnings	50% of international aerodromes/AMOs to have aerodrome warnings implemented by December 2014
39. Wind Shear Warnings and Alerts	20% of international aerodromes/AMOs to have wind shear warning procedures implemented by MET provider services by December 2015
40. SIGMET	90% of international aerodromes/MWOs to have SIGMET procedures implemented by MET provider services by December 2014

---

**Agenda Item 4                      Regional Performance Indicators and Metrics for Implementation of Improvements in Safety and Air Navigation**

**4.1                      ICAO Regional Performance Dashboard – Air Navigation; Annual Global Air Navigation Report**

4.1.1                      Under WP/04, ICAO emphasized that the principles of transparency and information sharing are fundamental to a safe and efficient global air transportation system, which directly relates to the implementation of the ICAO Air Navigation Regional Dashboards that will become active in March 2014 for monitoring and reporting the progress of air navigation implementation in each ICAO Region. The measurement strategy, provided by the Planning and Implementation Regional Groups (PIRGs) and ICAO Regional Offices, will be part of the available dashboard information. The beta version of the dashboard is available at the following link (for Africa only): <http://www.icao.int/safety/pages/regional-targets.aspx?region=Africa>.

4.1.2                      The Meeting recalled that from the 2013 ALLPIRG Meeting the PIRGs identified and agreed on a set of initial regional performance indicators and supporting metrics as follows:

1.                      **Performance-Based Navigation (PBN) Approaches (ICAO Headquarters data)** Percentage of international aerodrome runways (as defined in Doc 7910 – *Location Indicators/Aeronautical Information Publication* (AIP) with Approach Procedure Vertical Guidance (APV)
2.                      **Air Traffic Flow Management (ATFM) (data from Regional Offices)** Percentage of Flight Information Region (FIRs) within which all Area Control Centre (ACCs) utilize ATFM measures
3.                      **Aeronautical Information Management (AIM) (data from Regional Offices)** Implementation status of selective steps
4.                      **Ground-Ground Digital Coordination/Transfer (data from Regional Offices)** Percentage of FIRs within which all applicable ACCs have implemented at least one interface to use Air Traffic Services inter-facility data communication (AIDC)/Online Data Interchange (OLDI) with neighbouring ACCs
5.                      **Environmental Benefit (ICAO HQ data)** Percentage of fuel burn reduction

4.1.3                      Similarly, the Meeting was briefed on the status of development of the first annual Global Air Navigation Report, including its purpose, subjects to be covered and the contents of the report. It will cover global air navigation implementation and relevant achievements, and will be delivered to States by April 2014.

### ***Global Air Navigation Report***

4.1.4 The report will provide a general overview of global air navigation challenges in terms of capacity, sustainability and interoperability, and discuss the methodologies in place to measure efforts to address those challenges. Through data collection by PIRGs, the report will focus on the implementation status of priority operational improvements, identify roadblocks and recommend follow-up as necessary.

4.1.5 The assessment results of the potential environmental benefits associated with the implementation of certain operational improvements through specific measurement tools, such as the ICAO Fuel Savings Estimation Tool (IFSET) will also be reflected.

4.1.6 The first Global Air Navigation Report will use simplified metrics for the Regional Dashboard. The next version of the report will be generated using this list as a driver.

4.1.7 The Meeting recognized and supported implementation working groups, specifically the ANI/WG and NACC/WG, to conduct data collection for submission of respective air navigation metrics for the Regional Dashboard and annual Air Navigation Report.

## **4.2 ICAO Regional Performance Dashboard – Safety**

4.2.1 The Secretariat presented WP/05 regarding the ICAO Regional Performance Dashboard – Safety. The Meeting was informed that the dashboards were created by ICAO as a public portal to show initial safety and air navigation metrics. The dashboards will illustrate the implementation status of strategic objectives achieved at a regional level based on the indicators for the areas that need improvement. The dashboard will display the regional objective of each selected safety target.

4.2.2 The Meeting identified and agreed on a set of initial CAR regional safety indicators and metrics as follows:

### **1. Safety Oversight**

- Percentage of regional average of Effective Implementation (EI)
- Percentage of EI for the Critical Element (CE) 3 - State civil aviation system and safety oversight functions (specifically civil aviation authority staffing) and CE 4 - Technical personnel qualifications and training (specifically inspector competency) of ICAO Universal Safety Oversight Audit (USOAP)

### **2. Accidents**

- Percentage of fatal accident rate reduction of commercial air transport operations

**3. Runway Excursions**

- Percentage of runway excursion reduction

**4. Aerodrome Certification**

- Percentage of certified international aerodromes

**5. State Safety Programme (SSP)/Safety Management System (SMS) Implementation**

- Percentage of States with SSP Phase 1 implemented, accepted safety performance indicators related to service provider SMS, and initial Acceptable Level of Safety Performance (ALoSP) established
- Percentage of service providers with Phase 1 of their SMS implemented and with a minimum of reactive phase functional risk management procedures.

4.2.3 The Meeting discussed the proposed regional safety targets, and due to time constraints, agreed to create an Ad hoc Group formed by representatives of Costa Rica, Cuba, Curacao, Dominican Republic, Jamaica, Trinidad and Tobago, and United Kingdom to discuss this issue in detail and propose any necessary changes. Regional safety targets were presented, and were approved by the Meeting after thorough discussion. They are included in the Port-of- Spain Declaration (see Agenda Item 5 of this report).

4.2.4 The Meeting noted that the ICAO Regional Performance Dashboard – Safety is a tool that will serve to measure and follow-up on effective GASP implementation progress by Member States. It will allow the ICAO NACC Regional Office, through a collaborative approach with regional organizations such as the Regional Aviation Safety Group – Pan America (RASG-PA) and Regional Safety Oversight Organizations (RSOOs), such as CASSOS and COCESNA/ACSA, to assist Member States by providing training and support for improving safety through technical assistance and cooperation projects, technical missions, etc.

4.2.5 The Secretariat informed that in order to follow-up on progress, States needed to collect and provide the ICAO NACC Regional Office with the respective data for the chosen metrics for submission to ICAO Headquarters.

**4.3 Aerodrome Certification**

4.3.1 The Meeting was informed on proposed goals and performance indicator metrics for aerodrome certification.

4.3.2 Recognizing the problems faced by States in the aerodrome certification process, the Meeting agreed on a goal to achieve certification of 48% of international aerodromes in the short-term.

#### **4.4 CAR Regional Performance-Based Navigation (PBN) Implementation**

4.4.1 The Meeting took note of PBN implementation progress according to the NAM/CAR RPBANIP RPOs approved at the Third Meeting of the North American, Central American, and Caribbean Directors of Civil Aviation (NACC/DCA/3). The Meeting recognized that comprehensive PBN implementation requires coordination with adjacent States by a multidisciplinary team to analyze Airspace Organization and Management (AOM) redesign in accordance with ICAO provisions.

4.4.2 100% of CAR States and Territories have presented their PBN action plans. As follow-up, CAR States have been working on gradual implementation of a PBN airspace concept.

4.4.3 Among diverse PBN implementation activities, courses, workshops, seminars, and implementation meetings have resulted in the following achievements:

- a) RNP-10 and random RNAV routes in the West Atlantic Route System (WATRS) oceanic airspace, the Gulf of Mexico, and Houston and Miami Oceanic FIRs
- b) Random RNAV routes in the PIARCO FIR
- c) RNAV-5 routes in the upper continental airspace
- d) 60% of international aerodromes have instrument approach procedures with vertical guidance (APV), Barometric Vertical Navigation (BARO-VNAV and/or Global Navigation Satellite System (GNSS) augmentation) either as the primary approach or as support to precision approaches
- e) 60% of international aerodromes have SIDs/STARs with PBN navigation specifications and CDO/CCO criteria
- f) Costa Rica, Honduras, Jamaica, Mexico, Trinidad and Tobago, and COCESNA have provided documentation regarding new PBN airspace redesign projects
- g) In January 2013, analysis of RNP-10 implemented in the upper airspace of the Gulf of Mexico showed total fuel savings of 712,066 kgs resulting in cost savings of approximately USD 1,491,807 per month

4.4.4 Despite the remarkable progress with PBN implementation, necessary requirements have been identified to increase the number of qualified personnel, including improved PBN training programmes and improved PBN operational regulations and procedures so that operators can opportunely provide the corresponding approval request.

4.4.5 Consequently, States will review their own PBN action plans in coordination with the ICAO NACC Regional Office.

4.4.6 Based on the progress presented, the Meeting agreed to support the performance metrics established in the RPBANIP and the short and medium-term goals as presented under Agenda Item 5.1 to this report. Therefore, States, Territories, and international organizations should support participation of their specialists at implementation activities organized by the ICAO NACC Regional Office through support of the technical cooperation project — *Implementation of Performance-Based Air Navigation Systems for the CAR Region*, RLA/09/801.

---

#### **4.5 CAR Region Air Traffic Flow Management (ATFM)**

4.5.1 The Meeting was informed on the progress and goals related to Air Traffic Flow Management (ATFM) implementation, which includes Flexible Use Airspace (FUA), to complete airspace optimization.

4.5.2 The Meeting noticed that several States have identified that it is not necessary to establish specific ATFM units in all FIRs. Nevertheless, ATFM coordination is conducted through Flow Management Units (FMUs) established in the ACCs in CAR Region FIRs.

4.5.3 The coordination programme requires implementation of a common methodology that permits continuous analysis of ATS capacity and Airport Acceptance Rates (AARs). An analysis of additional resources will be conducted in the short-term to improve Air Traffic Management (ATM) situational awareness. The Secretariat informed that guidance material on teleconference coordination procedures and Traffic Management Initiatives (TMIs) can be found on the ICAO NACC webpage.

4.5.4 The regional catalogue, which contains 99% of CAR Region ATS contingency plans, including hurricane and volcanic ash coordination procedures, has been completed. In the medium-term, an improved emergency coordination plan will be established to respond to natural disasters as required.

4.5.5 Trinidad and Tobago informed that ATFM initiative implementation provided substantial benefit for ATS demand and capacity balancing during the 2010 Cricket World Cup; however, for regionally harmonized ATFM implementation, a stronger State commitment is required. Therefore, the Meeting agreed to support the goal in order to implement FMUs at 100% of ACCs in CAR Region FIRs, providing ATFM service by December 2016, which is reflected as short-term goal under Agenda Item 5.1

#### **4.6 CAR Region Aeronautical Information Management (AIM) Implementation**

4.6.1 WP/09 emphasized the importance of Aeronautical Information Service (AIS) to AIM transition implementation as an evolutionary process that requires consistency of information and data in electronic format to ensure that States can improve civil aviation safety. The progress of AIM implementation in the CAR Region was reviewed (refer to the Table from WP/09, paragraph 2.10).

4.6.2 The Meeting discussed the AIM concept, which identifies aeronautical information electronic data processing and digital management as the most important parts of AIM implementation. This implies the use of the Aeronautical Information Exchange Model (AIXM), electronic Aeronautical Information Publication (AIP), Quality Management System (QMS) implementation and certification, availability of electronic Terrain and Obstacle Data (eTOD), etc., in relation to the SWIM environment. States need to develop or update their national AIS to AIM Transition Plans to support the Global ATM System in the SWIM environment, including the results of the AN/Conf/12.

4.6.3 The Meeting stressed the importance for States to have under all criteria parameters and obstacle data in their control and their terminal procedures design based on Doc 8168, Vol. II (ICAO PANS-OPS).

#### **4.7 Communications, Navigation and Surveillance (CNS) Infrastructure as Enablers of Operational Improvements**

4.7.1 Under WP/10, the Meeting was informed on the role performed by CNS and automation as technical enablers to achieve NAM/CAR regional priorities and operational improvements foreseen by the RPBANIP, highlighting the ASBU methodology and the GANP CNS Roadmaps, RPBANIP related RPOs, existing regional implementation plans, and regional and sub-regional implementation groups.

#### **4.8 Meteorology (MET) Improvements**

4.8.1 The Meeting was informed on the emerging SWIM environment intended to enable realization of a future globally interoperable ATM system. The ICAO Global ATM Operational Concept acknowledges that the provision of MET information through SWIM will be a key enabler of the future ATM operational concept, with MET information tailored to fulfil user needs and expectations.

4.8.2 The Meeting was aware that the fourth edition of ICAO's *Global Air Navigation Plan* (Doc 9750) incorporates an ASBU methodology intended to foster a "One Sky" concept for international air navigation through complementary and sector-wide air transport operational improvements. The crucial aspects of the technologies required to support such service level expectations will center on increased integration of digital information, including in-flight decision-making requirements. To accomplish this, one important aspect is that over the coming years, ICAO Annex 3 will adapt to ensure that international civil aviation requirements for meteorology are aligned with current and foreseen ATM requirements. For this reason, Annex 3 will likely split into two complementary documents subject to an ICAO MET Divisional Meeting planned for July 2014.

---

**4.9 Air Navigation Implementation Working Group (ANI/WG) Progress**

4.9.1 Under WP/12, the Meeting was briefed on the organization of the NAM/CAR ANI/WG and results of its first meeting, which highlighted the role of the ANI/WG in achieving the NAM/CAR air navigation targets and harmonized implementation of air navigation in the NAM/CAR Regions. Similarly, the Meeting urged the States/Territories/international organizations to actively participate in the various ANI/WG Task Forces and activities.

**4.10 NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Version 3.0**

4.10.1 Under IP/06, a description of the RPBANIP Version 3.0 updates was provided, which noted that final review will be completed at the upcoming Fourth North American, Central American and Caribbean Working Group Meeting (NACC/WG/04) Meeting, and that the RPBANIP serves as the basis for air navigation implementation matters in the NAM/CAR Regions, as reflected in its regional priorities and milestones.

---

**Agenda Item 5                      Port-of-Spain Declaration**

**5.1                      Preparation of “Port-of-Spain Declaration”**

5.1.1                      The Secretariat presented WP/13 regarding the Port-of-Spain Declaration. It presents the proposed performance-based metrics and goals/targets for safety, air navigation, and environment in line with ICAO strategic objectives, the GASP and GANP.

5.1.2                      The Meeting noted that these metrics and targets will guide regional priorities and associated achievements in future years. Therefore, the Meeting agreed that a regional commitment to the regional priorities and associated metrics and targets shall be accepted by the States at the upcoming Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/05) through the signing of the Port-of-Spain Declaration as presented in the **Appendix** to this part of the report.

5.1.3                      The Meeting recognized that in order to achieve the agreed goals/targets, the States/Territories will require assistance from the ICAO NACC Regional Office through different mechanisms such as implementation working groups, the NACC regular work programme, technical assistance, and technical cooperation.

5.1.4                      After discussion, the Meeting formulated the following conclusion:

**CONCLUSION**

**CAR/DCA/OPSAN/1/1                      APPROVAL OF THE PORT-OF-SPAIN DECLARATION**

That the Port-of-Spain Declaration, presented by the First CAR Region Safety and Air Navigation Directors Meeting (CAR/DCA/OPSAN/1), be presented at the Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5) to be held in Port-of-Spain, Trinidad and Tobago, from 28 to 30 April 2014, for review and approval by the respective civil aviation authorities.

---

**APPENDIX**

**DRAFT PORT-OF-SPAIN DECLARATION**

The Fifth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/5), held in Port of Spain, Trinidad and Tobago, from 28 to 30 April 2014, convened by the ICAO North American, Central American and Caribbean Regional Office, and with the participation of high-level officials representing XX States and XX international organizations:

Consider that, in accordance with Article 37 of the International Civil Aviation Convention, each contracting State undertakes to collaborate in securing the highest practicable degree of uniformity in regulations, standards, procedures and organization in relation to aircraft, personnel, airways and auxiliary services in all matters in that such uniformity will facilitate and improve air navigation;

Noting the objectives to be achieved through the Global Aviation Safety Plan and Global Air Navigation Plan, recently approved by the ICAO 38th Session of the Assembly;

Taking into account the paramount role that civil aviation performs in socio-economic and trade development for regional integration;

Aware that air transport growth will continue in the region, and that all-encompassing worldwide events will be developed in upcoming years requiring additional efforts to further improve aviation safety, efficiency and security indicators;

Aware that air transport growth poses additional challenges for both airports and air navigation infrastructure;

Aware that management of regional processes for implementation of air navigation, safety and security operational improvements require the establishment of clear indicators and goals;

Recognizing that the NAM/CAR Regions have successfully implemented regional technical cooperation mechanisms adopting a joint approach to problem resolution of common interest;

Aware that harmonization of regional standards and procedures will facilitate a collaborative environment among States, guaranteeing improved levels of aviation safety in the Regions and the achievement of joint goals;

Aware that regional air navigation operational improvements produce efficiency and safety, and that delays from one State can negatively affect the remainder States;

Aware that safety objectives achieved to date require specific actions for sustainment;  
and

Considering the conclusion agreed upon during the First CAR Region Safety and Air Navigation Directors Meeting (CAR/DCA/OPSAN/1) held at the ICAO NACC Regional Office in Mexico City, Mexico, from 18 to 19 February 2014.

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

**Regional Safety Targets**

1. Safety Oversight
  - 80% Effective Implementation (EI) regional average by December 2016
  - No State in the Region to have Effective Implementation (EI) of ICAO USOAP Critical Element 3 (CAA Staff) and Critical Element 4 (Inspector Competency) below 70% by December 2016
2. Accidents
  - Using year 2010 as baseline, reduce the rate of fatal accidents of Part 121 or like commercial air transport operations by 50% by the year 2020 in the CAR Region
3. Runway Excursions
  - Reduce runway excursions by 20% relative to the 2007-2012 regional average by December 2016
4. Aerodrome Certification
  - 48% of international aerodromes to be certified by December 2016
5. State Safety Programme (SSP)/ Safety Management System (SMS) Implementation
  - 60% of States to have SSP - Phase 1 implemented, service provider SMS safety performance indicators accepted, and initial Acceptable Level of Safety Performance (ALoSP) established by December 2016
  - 60% of service providers to have Phase 1 of their SMS implemented with a minimum of Reactive Phase functional risk management procedures by December 2016

### **Air Navigation Targets**

1. Approach - Performance-Based Navigation (PBN)
  - 80% of international aerodromes with instrument approach runways to have Approach Procedures with Vertical Guidance (APV) with Barometric Vertical Navigation Baro VNAV implemented by service providers and users by December 2016
2. Air Traffic Flow Management (ATFM)
  - 100% of Flight Information Region (FIR) Area Control Centres (ACCs) to utilize ATFM measures by December 2018
3. Aeronautical Information Management Transition (AIM)
  - 100% of Aeronautical Information Services (AIS) to AIM Roadmap - Phase I required elements implemented by States by December 2016
4. Ground-Ground Digital Coordination/Transfer
  - 50% of FIR with applicable ACCs to implement at least one interface to use Air Traffic Services Inter-Facility Data Communication (AIDC)/On-Line Data Interchange (OLDI) with neighbouring ACCs by December 2016
5. Environmental Benefit
  - Reduce regional CO<sub>2</sub> emission by 40,000 tons per year through en-route PBN implementation by December 2016

Signed in Port of Spain, Trinidad and Tobago, on 28 April 2014

---

**Agenda Item 6            Other Business**

**6.1            Technical Cooperation Project - *Implementation of Performance-Based Air Navigation Systems for the CAR Region, RLA/09/801* for implementation of the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP)**

6.1.1            Under WP/14 and Presentation 4 (P/4), the Meeting was informed on the Regional Technical Cooperation Project, *Implementation of Performance-Based Air Navigation Systems for the CAR Region, RLA/09/801*, which includes the updated Project Activities Plan proposed for 2014-2016. The Activities Plan aims to be a support tool to achieve the proposed performance-based metrics and goals/targets for safety, air navigation, and environment in line with ICAO strategic objectives, the GASP and GANP as agreed during the Meeting.

6.1.2            The Meeting emphasized the need for ICAO to support implementation of air navigation and safety matters through assistance to acquire necessary training. The Secretariat reminded the Meeting of the existing CAR Project as a support tool in the identification of trainings needs.

6.1.3            The Secretariat invited States and Territories to participate in Project Activities Plan events for 2014-2016 and encouraged Project Member States to take advantage of the Project fellowships to facilitate attendance by their experts at working group and implementation meetings, and workshops on key air navigation and safety goals such as PBN, Air Traffic Services Inter-facility Data Communication (AIDC), and other operational implementation focused events. The Meeting was informed of the following Project events for 2014:

- PBN Airspace Redesign Workshop/Meeting
- PBN Approach Procedures Design and Publishing Course
- ICAO eTOD and Aeronautical Information Databases Seminar
- Collaborative Air Traffic Flow Management Meeting/Workshop
- AIM, ATM, and MET Technical Field Coordination Meeting
- Civil-Military Coordination Meeting /Workshop
- SAR System Performance and Civil-Military Coordination Improvement Meeting/Workshop
- Automation and Integrated Telecommunications for Air Navigation Services/SWIM Workshop and ANI/WG CPDLC and AIDC Task Forces
- ADS-B Workshop and Meeting, and ANI/WG ADS-B Task Force Meeting
- AMHS System Training Workshop and ANI/WG AMHS Task Force Meeting
- ICAO Regional Workshop on Aerodrome Runway and Taxiway Geometric Design and Visual Aids to Improve Runway Safety
- Aerodrome Safety Management System (SMS) Implementation Workshop
- Aerodrome Inspection Procedures and Oversight Workshop for the Caribbean Region
- Implementation of State ANS Inspection Programmes Workshop

- SSP and SMS Implementation Workshop
- ICAO End-User and Technical Courses on European Coordination Centre for Accident and Incident Reporting Systems (ECCAIRS)
- Pilot Project Go-Teams for PBN, ATFM, Aerodrome Certification, AIDC, and SMS/SSP Implementation

6.1.4 COCESNA informed the Meeting that their Board of Directors will meet next week to consider whether each Central American State should become individual members of the Project in order to receive full benefits.