



ICAO

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

## **SIXTH MEETING OF THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN DIRECTORS OF CIVIL AVIATION**

**NACC/DCA/06**

**FINAL REPORT**

**NASSAU, BAHAMAS, 10-12 MAY 2016**

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## **HISTORICAL**

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

The Sixth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/06) was held at the Melia Nassau Beach Hotel, Nassau, Bahamas, from 10 to 12 May 2016.

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

Mr. Keith O. Major, Director (Ag.) of the Bahamas Civil Aviation Department provided welcome remarks emphasizing the assistance and benefits of the ICAO NACC No Country Left Behind (NCLB) strategy. Mr. Melvin Cintron, Regional Director of the North American, Central American and Caribbean (NACC) Regional Office of the International Civil Aviation Organization (ICAO) commented on the leadership role of the ICAO NACC Regional Office with the NCLB activities and assistance, the accountability report to be presented and the scope of this meeting for the commitment of all the region to the aforementioned strategy. He thanked the Bahamas Civil Aviation Department for hosting the meeting. Hon. Glenys Hanna Martin, MP, Minister of Transport and Aviation provided remarks on the challenges of Bahamas and the role of aviation in this country's development and introduced Rt. Hon. Perry G. Christie, Prime Minister, Commonwealth of The Bahamas, who recognized the positive impact of Aviation in Bahamas main income, Tourism; welcomed the participants to Bahamas and officially opened the meeting.

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

Mr. Keith O. Major, Bahamas, chaired the meeting plenary. Mr. Cintron Regional Director of the ICAO NACC Regional Office served as Secretary of the Meeting, assisted by Messrs. Julio Siu, Deputy Regional Director, Víctor Hernández, Regional Officer, Air Traffic Management and Search and Rescue and Romy Gallegos, Regional Officer, Technical Assistance, all from the ICAO NACC Regional Office. Messrs. Ivan Galan, Director, and Ignacio Iglesia, Head, Project Implementation Unit, both from the Technical Co-operation Bureau, ICAO Headquarters also attended the meeting.

### **ii.4 Working Languages**

The working languages of the Meeting were English and Spanish. The working papers, information papers and draft 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 09:00 to 16:00 hours daily with adequate breaks.

## **ii.6 Agenda**

### **Agenda Item 1: Adoption of the Provisional Agenda and Schedule**

### **Agenda Item 2: Follow-up on Valid Conclusions and Decisions NACC/DCA Meetings and Sub regional DCA Meetings**

### **Agenda Item 3: Regional Groups**

- 3.1 Regional Aviation Safety Group – Pan America (RASG-PA)
- 3.2 CAR/SAM Regional Planning and Implementation Group (GREPECAS)
- 3.3 Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG)
- 3.4 Other Regional Groups Business

### **Agenda Item 4: Accountability Report of the ICAO NACC No Country Left Behind (NCLB) Strategy**

- 4.1 Lessons learnt
- 4.2 Regional Air Navigation/Safety Developments and Achievements
  - 4.2.1 Implementation Status of the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) and Resolution of the Air Navigation Deficiencies
  - 4.2.2 Report of the States on the compliance with the Safety and Air Navigation Targets of the Port-of-Spain Declaration
  - 4.2.3 Report of the States on Aerodrome Certification
  - 4.2.4 Report of the NAM/CAR Air Navigation Implementation Working Group (NAM/CAR ANI/WG)
- 4.3 Aviation Security (AVSEC) and Facilitation (FAL) Review of National Security Programmes and Aviation Security State Improvement Plan (SIPs)
- 4.4 Technical Cooperation Assistance and Support to the Regions
  - 4.4.1 Project RLA/09/801 — Implementation of Performance Based Air Navigation Systems for the CAR Region
  - 4.4.2 The Technical Cooperation Bureau and the ICAO Programme on Aviation Volunteers (IPAV)
- 4.5 State Challenges and Needs – Development of Solutions
- 4.6 Other NCLB Business

### **Agenda Item 5: ICAO Aviation Training**

- 5.1 ICAO Global Aviation Training
- 5.2 Other Aviation Training Business

**Agenda Item 6: Environment**

- 6.1 States' Action Plans on CO2 Emissions Reduction Activities – Implementation Status and Benefits Report
- 6.2 Other Environmental Matters

**Agenda Item 7: ICAO World Aviation Forum (IWAF): State Assistance Needs and Donors Meeting**

**Agenda Item 8: ICAO Strategic Safety tools for Directors**

**Agenda Item 9: Preparation for the 39<sup>th</sup> Session of the ICAO Assembly**

**Agenda Item 10: Other Business**

- 10.1 Results of the ICAO Global Aviation Dialogues (GLADs)
- 10.2 Meetings Outcomes Proposal of Consolidation of Sub-Regional DCA Meetings
- 10.3 Outstanding State Contributions to ICAO
- 10.4 Other Business

**ii.7 Attendance**

The Meeting was attended by 22 States/Territories from the NAM/CAR Regions and 11 International Organizations, totalling 80 delegates as indicated in the list of participants.

**ii.8 Conclusions and Decisions**

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

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

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

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

### List of Conclusions

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6/12	CONSOLIDATION OF SUB-REGIONAL DIRECTORS OF CIVIL AVIATION (DCA) MEETINGS	10-2

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

*Refer to the Meeting web page:*

<http://www.icao.int/NACC/Pages/meetings-2016-naccdca6.aspx>

#### WORKING PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01 Rev. 2	1	Provisional Agenda and Schedule of the 6th Meeting of the North American, Central American and Caribbean Directors of Civil Aviation	26/04/16	Secretariat
WP/02	2	Follow-Up on Valid Conclusions and Decisions NACC/DCA Meetings and Sub Regional DCA Meetings	14/04/16	Secretariat
WP/03	9	Setting a Security Agenda: States' Responsibilities and a Foundation of Security Culture	19/04/16	United States



**WORKING PAPERS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
WP/04	3.2	CAR/SAM Regional Implementation and Planning Group (GREPECAS) Results	26/04/16	GREPECAS Vice-Chairperson
WP/05	3.3	ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG) Activities	26/04/16	Secretariat
WP/06	5.1	Feasibility for the Establishment of an Association of Training Organizations in the NAM/CAR Regions (ATO-NACC)	29/04/16	Secretariat
WP/07	6.1	States' Action Plans on CO2 Emissions Reduction Activities	21/04/16	Secretariat
WP/08	10.2	Proposal of Consolidation of Subregional DCA Meetings	26/04/16	Secretariat
WP/09	10.3	Outstanding Contributions to ICAO	11/04/16	Secretariat
WP/10	9	Areas of Interest to the United States at the 39th ICAO Assembly	28/04/16	United States
WP/11	6.2	ALTA position with respect to the Global Market Based Measure (GMBM)	29/04/16	ALTA
WP/12	10.4	Smarter Regulation: Unlocking the promise of Aviation in Latin America	29/04/16	IATA/ALTA
WP/13 Rev.	5.1	Smarter Regulation: Unlocking the promise	10/05/16	Secretaría
WP/14	4.2.4	ASBU Implementation on the NACC Region	06/05/16	ANI/WG ASBU Ad Hoc Group

**INFORMATION PAPERS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
IP/01 Rev. 2	---	List of Working, Information Papers and Presentations	12/05/16	Secretariat
NI/02	4.2.1	Una Aproximación a los Resultados de Cuba en el Enfoque de Observación Continua Realizado por el IACC del Cumplimiento del Programa Universal de Auditoría de la Vigilancia de la Seguridad Operacional (USOAP) de la OACI <i>(available in Spanish only)</i>	31/03/16	Cuba
NI/03	4.2.2	Estado de Cumplimiento por Cuba de las Metas Regionales de Seguridad Operacional y Navegación Aérea Acordadas en Puerto España <i>(available in Spanish only)</i>	31/03/16	Cuba

INFORMATION PAPERS

Number	Agenda Item	Title	Date	Prepared and Presented by
IP/04	10.1	ICAO Global Aviation Dialogues (GLADs)	21/04/16	Secretariat
IP/05 Rev.	5.1	Status of the TRAINAIR <i>Plus</i> Programme (TPP)	03/05/16	Secretariat
IP/06	4.2.4	Establishment of the Caribbean Regional Implementation Group for Air Traffic Flow Management (ATFM) / Collaborative Decision Making (CDM)	02/05/16	CANSO
IP/07	4.2.4	Optimization and Harmonization of Longitudinal Separation Minima In the NAM/CAR/SAM	29/04/16	IATA
IP/08	4.2.2	Status of compliance of Haiti with the POS Declaration	03/05/16	Haiti
IP/09	4.2.4	CANSO Emergency Response Planning Guide	03/05/16	CANSO
IP/10	9	U.S. Working Papers for the 39th Assembly	03/05/16	United States
IP/11	4.2.4	Automatic dependent surveillance – Broadcast (ADS-B) Out; ensuring preparedness for the 2020 equipage mandate	03/05/16	United States
IP/12	4.2.4	Integration of Unmanned aircraft systems (UAS)	03/05/16	United States
IP/13	5.1	Academia Superior de Ciencias Aeronauticas: Activities and Initiatives towards the Collaboration between States	05/05/16	Dominican Republic
IP/14	4.2.2	Status of Compliance Curaçao	11/05/16	Curacao

PRESENTATIONS

Number	Agenda Item	Title	Presented by
1 Rev.	4.1	Accountability and Performance Report of the ICAO NACC Regional Office to Member States	Secretariat
2 Rev. 2	4.2 & 4.3	NCLB: Regional Air Navigation/Safety/Security Developments and Achievements	Secretariat
3	4.4	Technical Cooperation Assistance and Support to the Regions	Secretariat
4	3.1	Regional Aviation Safety Group – Pan America (RASG-PA) Update	Secretariat
5	4.5	States Challenges and Needs: Developing Solutions	Secretariat
6	4.5	Regional Accident and Incident Investigation Organization – RAIO CAR Regional Approach	Secretariat

PRESENTATIONS			
Number	Agenda Item	Title	Presented by
7	8	ICAO Strategic Safety tools for Directors	Secretariat
8	9	Preparation for the 39th Session of the ICAO Assembly	Secretariat
9	7	ICAO World Aviation Forum (IWAF) Results	Secretariat
10 Rev.	4.5	Topics for discussion for DCA 6	Netherlands
11	4.5	Sistema Aeronáutico y Marítimo De Búsqueda y Salvamento de la República de Cuba <b>(available in Spanish only)</b>	Cuba
12	4.5	ACI	ACI
13	4.5	How can the World Bank support you?	World Bank
14	4.2	FAA Caribbean Initiative	United States
15	3.1	ALTA-IATA Trend Sharing Program	IATA
16	- - -	Review of Draft Conclusions and Decisions	Secretariat

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**Agenda Item 1                      Adoption of the Provisional Agenda and Schedule**

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

1.2                      The Secretariat highlighted that for 2016 the NACC/DCA/06 Meeting has been extraordinary agreed by all Directors General instead of the sub regional Director of Civil Aviation meetings. The agenda, schedule, and working method have changed in order to ensure maximum participation from participating States and invited guests, while reaching consensus on outcomes that will promote regional success in its aviation endeavours. The Meeting approved the agenda as presented in the historical section of this report and the schedule as presented in Appendix B to WP/01 Rev.

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**Agenda Item 2                      Follow-up on Valid Conclusions and Decisions NACC/DCA Meetings and Sub regional DCA Meetings**

2.1                      The Secretariat presented WP/02 and the Meeting reviewed the status of the outstanding conclusions and decisions of the NACC/DCA meetings and subregional DCA meetings. The status of each conclusion and decision was designated as valid, completed, or superseded.

2.2                      The results of this follow-up are presented in **Appendix B** to this report. The conclusions adopted by the Meeting are the following:

**CONCLUSION  
NACC/DCA/6/1**

**IMPLEMENTATION OF A REGULATORY FRAMEWORK FOR UNMANNED  
AIRCRAFT SYSTEM(S) (UAS) OPERATIONS**

That, considering the use of emerging technologies in the industry for unmanned aircraft systems (UAS) operations:

- a)                      NAM/CAR States establish by December 2017 a regulatory framework for UAS operations in ATS airspace and international aerodromes of their jurisdiction, which includes:
  - i.                      the implementation of safety oversight risk management mechanisms related to the operation of UAS systems
  - ii.                      use the existing mechanisms with the purpose of sharing critical information related to UAS and airspace use restrictions
  - iii.                      facilitate educational sources within the communications media and other tools for users regarding UAS operations;
  - iv.                      carry out risk evaluation on the non-regulated use of UAS in the vicinity of aerodromes;
  - v.                      support coordination of civil-military authorities to ensure safety in civilian aircraft, as indicated in Circ 330 – Civil Military Cooperation in Air Traffic Management; and use ICAO references contained in Doc 10019 - *Manual on Remotely Piloted Aircraft Systems (RPAS)*; and
- b)                      the ICAO NACC Regional Office coordinate with United States and LACAC to have NAM/CAR States participate on the Drone Risk Management Workshop (FAA-LACAC) to be held from 25 to 28 July 2016, as well as the convening of a regional event for the regulation and operation of UAS in 2017.

**CONCLUSION**  
**NACC/DCA/6/2**

**SHARING OF TRAINING PROGRAMMES FOR SAFETY OVERSIGHT**

That, in order to improve training programmes for safety inspectors:

- a) CAR Region States
  - i. determine training needs for personnel involved in safety oversight
  - ii. identify training centres that have the capacity to give appropriate training on safety oversight, in accordance with requirements included in Annex 19;
  - iii. share training plans and programmes with other States, in order to increase the regional oversight capacity ;
- b) the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG) analyse the training needs regarding safety oversight in the NAM/CAR Regions; and
- c) present the results on items a) and b) by the NACC/DCA/7 Meeting.



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**Agenda Item 3      Regional Groups**

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

3.1.1                      The Meeting noted the role of RASG-PA (P/04) which supports the implementation of the Global Aviation Safety Plan (GASP) from a regional perspective, serves as the focal point to coordinate all regional efforts and programmes aimed at mitigating safety risks, avoiding duplication of efforts through the establishment of regional cooperative safety programmes to reduce both financial and human resource burdens on States while delivering measurable safety improvements

3.1.2                      RASG-PA produces safety intelligence from different sources to reduce fatality risk in commercial aviation by ensuring prioritization, coordination and implementation of data-driven safety enhancement initiatives in the Pan American Region, such as:

- Runway Excursion (RE)
- Controlled Flight Into Terrain (CFIT)
- Loss of Control-Inflight (LOC-I)
- Mid-Air Collision (MAC)

3.1.3                      Some RASG-PA Projects, are:

- Use of standard Spanish & English Phraseology in accordance with ICAO *PANS-ATM – Air Traffic Management* (Doc 4444)
  - Pilots/Air Traffic Control (ATC) workshops to be delivered
- Regional Aviation Accidents Investigation Group (GRIAA) in Central America
  - To be implemented in all Central American States
- Flight Information Quality Assurance (FOQA) Programme in Central America (PASO in Costa Rica)
  - To be adopted in other States
- CAR and SAM Regions Safety Information Project
  - Focus group activity – on going

3.1.4                      ALTA and IATA presented their joint trend sharing programme, in which 85% of airlines are participating in the programme and data from their aircrafts is downloaded for Flight Operations Quality Assurance (FOQA), without knowing which airline or aircraft it is coming from to maintain confidentiality. The analysis of risks is based on these data. The forecast of air traffic shows that will be doubled in the next 10 years and there will be no growth in terms of infrastructure, and airports already have a great amount of operations. ALTA and IATA are proactively looking to identify situations in order to develop opportunities and work plans for the mitigation of occurrences.

3.1.5 The Chairman of RASG-PA highlighted that this programme allows access to safety data that, CAAs do not normally have access to. Thanks to this programme, trends and risks are analyzed by specialized personnel who verify that trends constitute a risk. The available safety data in RASG-PA allows solutions for safety enhancement for States.

3.1.6 The Meeting noted that there are still risk some areas that involve solutions from the industry; others such as Runway excursions and mid-air collision require government and CAA solutions. In this regard, United States highlighted that the Costa Rican Safety Action Programme (PASO) has efficiently embraced and implemented the RASG-PA methodology.

### **3.2 CAR/SAM Regional Planning and Implementation Group (GREPECAS)**

3.2.1 Under WP/04, the GREPECAS vice-chairman presented the GREPECAS/17 and the PPRC/3 Meeting Conclusions and Decisions, whose implementation are followed-up mainly by the NAM/CAR Regional Air Navigation Working Group (ANI/WG) and its Task Forces and coordinated by the ICAO NACC Regional Office.

3.2.2 Similarly the *Monitoring and reporting of Air Navigation Targets was informed; highlighting the results from the ANI/WG task forces and the ICAO prototype webpage under the ICAO NACC Regional Office website: <http://www.icao.int/NACC/Pages/Implementation-Targets.aspx>.*

3.2.3 The current status of the CAR/SAM e-ANP (*Doc 8733*) *Development and Implementation was presented, emphasizing:*

- *that the CAR/SAM e-ANP Volume I has been approved by the President of the ICAO Council on 4 April 2016, and is available at the ICAO NACC Regional Office website at: <http://www.icao.int/NACC/Pages/namcar-eANPV1.aspx>*
- the current status of the implementation of the Volume II and III is shown in Appendix C to WP04
- the timely revision and completion of the e-ANP has been conducted successfully with the support of the designated State PoCs

3.2.4 For the NAM Region, the Meeting was informed that the ICAO NACC Regional Office, jointly with Canada and United States, had conducted several teleconferences and informal meetings to develop the electronic NAM e-ANP. A draft Volume I is almost completed, Volumes II is still under development and a Provisional Volume III with a NAM ASBU handbook was been drafted.

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

3.3.1 Under WP/05, the Meeting noted the conclusions of the Fifth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/5), held in Lima, Peru, from 3 to 5 June 2015, which implementation status will be reviewed at the forthcoming AVSEC/FAL/RG/6 meeting, (Mexico City, Mexico, from 8 to 10 June 2016). The status of implementation of the AVSEC/FAL/RG/5 conclusions is presented in the Appendix to WP/05. It was stressed that under Conclusion 5/1 only 10 States have signed the *MOU of the Universal Security Audit Programme and Continuous Monitoring Approach (USAP-CMA)*, which is not to the advantage of this Region. States should send as soon as possible the signed MOU to ICAO Headquarters. The Meeting commented on the other conclusions as follows:

- Conclusion 2: Not all the States were able to establish short and medium term objectives within the *Aviation Security Management Systems programme (SeMS)*.
- Conclusion 3: This coordinated project will be reviewed by Brazil in the next meeting of the Group.
- Conclusion 4: States that have not yet done so were invited to implement the standard
- Conclusion 5: some States to reply to the questionnaire
- Conclusion 6: CIASA is working to develop a training programme on facilitation and guide for the facilitator, it will be reviewed in the next meeting of the Group.
- Conclusion 7: The AVSEC/FAL/RG strategic plan will be reviewed
- Conclusion 8: States have to provide information

3.3.2 The Meeting urged the States CAAs to address ICAO requests concerning sharing information and support the AVSEC and FAL units in the activities and projects of the AVSEC/FAL/RG with the aim of improving the AVSEC/FAL systems of their States.

### **3.4 Other Regional Groups Business**

3.4.1 No other business was discussed.

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**Agenda Item 4      Accountability Report of the ICAO NACC No Country Left Behind (NCLB) Strategy**

**4.1              Lessons learnt**

***NACC Regional Office Performance Report***

4.1.1              Under P/01, the Secretariat presented the ICAO NACC Regional Office accountability report informing on the progress achieved to date of the NACC No Country Left Behind (NCLB) Strategy. The report focused on the regional performance and the Effective Implementation (EI) status based on the Universal Safety Oversight Audit Programme - Continuous Monitoring Approach (USOAP-CMA), Universal Security Audit Programme - Continuous Monitoring Approach (USAP-CMA) data gathering, GREPECAS Air Navigation Deficiencies Database (GANDD), etc., and the regional targets for the next 3 years.

4.1.2              It is expected that a minimum of three States achieve at least the 80% of EI each year. The projected long term objective of the NCLB Strategy is that at the end of 2018 no more than two States (9.5%) be below 80% EI.

4.1.3              This is a phased approach where every year all States will be working toward capacity building and implementation of the State self-operated Safety Oversight System. A Project Management approach is used to develop the tailored action plans and follow-up on the States progress. The NCLB strategy continues based on four strategic phases as follows:

- Phase I: the ICAO NACC Regional Office is working on surpassing the status quo. The Regional Director commented the importance of working in the basic safety oversight system first. The Regional Director is committed to foster political will and ensure its sustainability.
- Phase II: Executive brief for the Director General and Minister and detailed intelligence gathering with the technical team of the State. A teleconference will be conducted with the States technical team to review the current status and prioritization of items.
- Phase III: Multidisciplinary Technical Assistance Mission (TEAM) to develop a joint action plan including the needed activity, the responsible and the deadline.
- Phase IV: Activity monitoring will be conducted every month between technical teams, every three months the Director General and NACC Regional Director will be briefed, and every six months a mid-year review will be held. The teleconferences programme for each State was presented, which will be sent and agreed individually.

4.1.4              In this phased approach of the strategy, all States had already completed Phase I. Phase II is quite advanced with 80% of States; 100% of NAM/CAR States will be in this phase by the end of 2016. The Phase III is ongoing with the support of the Project RLA/09/801. For this Phase III a more committed active response from States is expected for the successful implementation of this assistance. Phase IV looks to ensure that the tailored implementation projects will be monitored for achievement.

4.1.5 The priority of assistance is based on a safety risk analysis of Lack of Effective Implementation (LEI) and traffic (commercial scheduled departures in 2015) by groups of States. A different approach had been applied with a hands-on assistance to resolve the outstanding air navigation deficiencies. Some States have Significant Safety Concerns (SSCs) as a high priority and other areas requiring attention and increasing implementation of ICAO provisions. States lacking effective safety oversight capabilities should achieve an EI rate of Critical Elements (CEs) of 60 per cent by 2017. States having an EI of less than 60 per cent should increase implementation in all relevant areas. A regional partnership can serve to promote increased compliance with Standards and Recommended Practices (SARPs) by States.

4.1.6 The lack of coordination between the service provider and the regulator for the airport certification was highlighted as an issue. Regional solutions are needed, for example transnational inspectors.

4.1.7 As per Universal Security Audit Programme (USAP) analysis of audit results reporting period November 2002 to June 2013 – Fifth Edition 2013, the global average of EI was 69.30%. The 20 States of the NAM/CAR Regions (except Haiti) average by June 2013 was 60.83%. Haiti was audited by the first time in June 2015 and the results showed the product of almost two years of continuous on-site ICAO assistance.

4.1.8 After seven States audited from November 2014 to April 2016 by the Universal Security Audit Programme (USAP) - Continuous Monitoring Approach (CMA), the regional average EI increased to 81%; showing a 20% improvement of the regional average. This shows the results of the assistance provided by the ICAO NACC Regional Office, which is committed to follow up on the findings.

#### **Assistance of United States to the NACC NCLB Strategy**

4.1.9 Based on expected increment of air operations and passengers, the complexity of airspace and variable weather patterns, United States provided presentation P/14 with information on the two important areas to support the NACC NCLB Strategy, viz:

1. Air traffic flow management (ATFM) and Collaborative Decision Making (CDM), through collaboration in the information exchange with Dominican Republic, Cuba and Trinidad and Tobago
2. Aerodrome certification through the conduction of workshops in Jamaica and Dominican Republic

4.1.10 The Meeting noted United States' assistance as important contribution to the CAR region and encouraged this assistance for the following years so as to continue EI improvements in the air transport system.

## **4.2 Regional Air Navigation/Safety Developments and Achievements**

4.2 Under P/02, the Secretariat presented the implementation status of the ICAO USOAP CMA and the resolution of the air navigation deficiencies, the Port-of-Spain Declaration (POS) safety and air navigation goals and the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (RPBANIP), aerodrome certification, the NAM/CAR Air Navigation Implementation Working Group (NAM/CAR/ANI/WG), the review of the AVSEC and FAL National Security Programmes and the AVSEC Security Improvement Plan (SIP).

### **4.2.1 Implementation Status of the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) and Resolution of the Air Navigation Deficiencies**

4.2.1.1 The Meeting noted that, from the USOAP CMA, the EI of 6 Critical Elements (CEs) is above the global target of 60% EI. CE-1 remains the highest EI rate, and future changes in States legislation may go through ICAO Technical Cooperation Bureau for review.

4.2.1.2 CEs-3 and 4 remain regional challenges, which impact CAA organization (ORG) area. CEs 6, 7 and 8 related to the implementation of the State's safety oversight system, show low EI progress. The Meeting highlighted that CEs 3, 4, 7 and 8 need more States' support in the region.

4.2.1.3 The Meeting noted that AGA, ANS and AIG areas are with the lowest effective implementation rate in the region. States need more efforts to put in place robust and sustainable safety oversight systems and to progressively evolve them into more sophisticated means to managing safety.

4.2.1.4 Under NI/02, Cuba presented its experience on activities concerning the evolution of the USOAP with a CMA, to incorporate the safety risk factor analysis and in particular to assess and develop their States' safety oversight system capacities.

### **4.2.2 Report of the States on the compliance with the Safety and Air Navigation Targets of the Port-of-Spain Declaration**

4.2.2.1 The Meeting noted the progress of States to achieve the POS safety and air navigation targets. It was recalled that the POS is a policy document that has been included in the NACC NCLB Strategy foreseen regional operational benefits to the air transport system. Based in on the information provided by States, the regional achievements of the POS safety and air navigation targets are included in the P/02, slides 4 y 5. The ICAO NACC Regional Office will submit the final achievements of the POS regional targets to NAM/CAR States in January 2017.

4.2.2.2 In addition, under NI/03, IP/08 and IP/14, Cuba, Haiti, and Curacao respectively presented an update status of their implementation of safety and air navigation achievements regarding the POS.

#### **4.2.3 Report of the States on Aerodrome Certification**

4.2.3.1 According to the ICAO Doc 8733 – FASID ANP, there are 149 international airports, which 53 are certified (36%), which represents an increase of 4% from previous year; the regional target remains on 48% by the December 2016. 88 international airports may be certified for the next 3-4 years representing 59% of the total number of 149 airports.

4.2.3.2 The Meeting highlighted the need for urgent adoption of measures to mitigate runway excursions by regulatory and airport authorities. These should be focused on frequent friction measurements to maintain good surface pavement conditions, reduce declared distances to provide Runway End Safety Area (RESAs) and reporting conditions of the runway wet or with irregularities. The NACC NCLB strategy has proved to be efficient and States are effectively responding to solve deficiencies and getting involved in the certification of their aerodromes.

#### **4.2.4 Report of the NAM/CAR Air Navigation Implementation Working Group (NAM/CAR ANI/WG)**

4.2.4.1 The Meeting noted that the ANI/WG/3 meeting reviewed the implementation status of the air navigation projects defined in the RPBANIP. The Meeting noted the need for improving the report methodology of the implementation projects defined in the RPBANIP Regional Performance Objectives (RPOs). In view that not all must implement the same requirements, the States will review the implementation projects in order to adapt them to their own needs.

4.2.4.2 The main challenges of the States concerning the different air navigation fields are the following:

- Improve the quality of qualified personnel in Air Navigation Services (ANS)
- Improve coordination systems for Air Traffic Flow Management (ATFM) implementation
- Implement or improve ATFM, Performance-Based Navigation (PBN), Search and Rescue (SAR) training programmes
- Increase Air Traffic Service (ATS) staff
- Improve the civil-military coordination for the Flexible Use of Airspace(FUA)

- Aeronautical Information Management (AIM): establish the System Wide Information Management (SWIM) project
- Communications, Navigation And Surveillance (CNS): improve communication systems and increase the number of CNS staff
- Meteorology (MET): Implement World Meteorological Organization (WMO)'s requirements in order to have sufficient trained personnel
- Aerodromes and Ground Aids (AGA): Implement aerodrome certification projects in the States, increase the number of qualified personnel and establish the minimum training requirements for aerodrome inspectors

4.2.4.3 The Meeting recognized that the NAM/CAR/ANI/WG has made several progress and achievements and that it also should optimize the number of meetings, optimize its working sessions, work through specific projects in order not to duplicate tasks, review the States metrics reporting format in line with the new Digital regional air navigation plan (e-ANP) requirements, as well as including a SWIM project and optimize coordination with the MET and AGA fields. The ICAO NACC Regional Office will provide the necessary assistance in order to facilitate reporting of the States implementation projects progress.

4.2.4.4 Under IP/06 the Civil Air Navigation Services Organization (CANSO) presented information on the coordination with the Federal Aviation Administration (FAA) on the jointly efforts made for the Regional Implementation of ATFM capabilities using the Collaborative Decision Making (CDM) process with all Caribbean (CAR) CANSO members. The Meeting noted that CANSO will organize an ATFM workshop in July as part of these efforts and encourage States to attend this regional event.

4.2.4.5 In addition CANSO also presented the IP/09 with information on Emergency Response Planning Guide on best practices, knowledge and experience related to contingency plans and procedures from Air Navigation Services Providers (ANSPs) around the world. The purpose of this guide is to help ANSPs to develop a formal emergency response plan that documents the orderly and efficient transition from normal to emergency operations and return to quickly restore air navigation services after an emergency.

4.2.4.6 Based on the ICAO/IATA/CANSO PBN Harmonization, Modernization and Implementation Meeting for the Caribbean (CAR) Region in Fort Lauderdale, United States, IATA presented IP/07 with an update on the harmonization progress for applicable longitudinal separation minima in the NAM/CAR/SAM Regions. The Meeting noted that all States and ANSPs agreed to move from longitudinal separation based on time (10 minutes or 80NM) to the longitudinal separation based on Distance Measuring Equipment (DME) and/or Global Navigation Satellite System (GNSS) distance. Currently there are 5 Letters of Agreement (LOAs) signed between some adjacent ANSPs to implement 40 NM or 20 NM separation minima, as applicable.

4.2.4.7 Following the ANI/WG/3 meeting results, the ANI/WG ASBU Ad Hoc Group, under WP/14, informed on its assessment of the progress of the implementation of the regional air navigation goals of the POS Declaration and the RPBANIP, 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 modules 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. The Meeting agreed on the importance of the reporting and monitoring of the targets and on the recommendations presented by this Ad hoc Group and formulated the following conclusion:

**CONCLUSION**

**NACC/DCA/6/3**

**ASBU IMPLEMENTATION ON THE NAM/CAR REGIONS**

That, in order to create more effective and straightforward mechanisms for monitoring and allowing a harmonized regional implementation progress aligned with ICAO ASBU methodology under the NCLB strategy; States:

- a) designate their Points of Contact (PoCs) for monitoring NCLB and RPBANIP targets as members to the ASBU Ad hoc Group of the ANI/WG by **30 July 2016**;
- b) notify by the 2016 ASBU workshop, the elements or ASBU modules to be implemented by each State as envisaged in their National Plan; and
- c) ensure their participation to the 2016 ASBU Workshop to be held in ICAO NACC Regional Office.

4.2.4.8 Under IP/12, the Meeting noted United States' outreach efforts on Unmanned Aircraft Systems (UAS) and its regulatory framework activities. Success is being achieved through focused outreach efforts to UAS operator groups in an attempt to assimilate the aircraft into the existing system. In addition to existing media efforts, the FAA has issued grants of exemption to certain UAS operators to perform safe operations, implemented a rule on certain aircraft markings, and a web-based registration process. New rulemaking will highlight safety rules for small UAS and impose limits on where and how they fly.

4.2.4.9 Under IP/11, the United States recalled their 2020 equipment mandate 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. In this regard, the Meeting was advised to ensure preparedness throughout the aviation community, and prevent any operational disruptions, 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.

### **4.3 Aviation Security (AVSEC) and Facilitation (FAL) Review of National Security Programmes and Aviation Security State Improvement Plan (SIPs)**

4.3.1 The Meeting recalled that the AVSEC programme was established in 2015 between ICAO and Canada in order to cover regional training needs. To date, the main regional challenges are the effective implementation of Annexes 9 and 17, improve the security infrastructure based on the increase of passengers and improve the number of qualified personnel for this field.

4.3.2 The Meeting recognized the wide work held and supported the collaboration commitment between the States and the ICAO NACC Regional Office NACC to face these regional challenges.

### **4.4 Technical Cooperation Assistance and Support to the Regions**

#### **4.4.1 Project RLA/09/801 — Implementation of Performance Based Air Navigation Systems for the CAR Region**

#### **4.4.2 The Technical Cooperation Bureau and the ICAO Programme on Aviation Volunteers (IPAV)**

4.4.1.1 Under P/03, the Secretariat provided a briefing and discussion on technical assistance and technical cooperation programmes under ICAO. Through the Regional Project RLA/09/801, ICAO provides technical assistance to States, with a specific set of funds for a set duration as specified by the project. The Secretariat also introduced the Multi-Regional Civil Aviation Assistance Program (MCAAP) concept, which was discussed during the Fifth Steering Committee Meeting of the Regional Technical Cooperation Project for the Caribbean Region (RLA/09/801 SCM/5). The ICAO Technical Cooperation Bureau (TCB) assists States with any project requested and funded by the State and implemented through the TCB on a cost-recovery basis.

4.4.1.2 Many projects managed by TCB assists States with experts to strengthen civil aviation institutions and organizations, train national experts and procure goods and services with corresponding transfer to technology. The Bureau also assists States with audit follow-up, implementation of corrective action plans, development of SARPs and other documentation, and capacity building and development of a State's Civil Aviation Authority.

4.4.1.3 The Meeting was informed on TCB's training programs, procurement processes, working mechanisms, financing of projects, and TCB's role in assisting State's and organizations in developing the future of aviation.

4.4.1.4 ICAO TCB also introduced the ICAO Programme for Aviation Volunteers (IPAV). The programme provides a framework for the deployment of aviation professionals, working as volunteers, to respond to emergencies affecting the aviation system in a State, to develop capabilities in the

implementation of ICAO SARPs, and to foster self-reliance and growth. Volunteerism is universal and has been used as a powerful tool to make significant contributions to economic and social development.

4.4.1.5 Volunteerism in the aviation sector seeks to accomplish the goal of bringing benefits to both the client States and the volunteers. The client States will benefit from the wealth of experience of the volunteer at a minimal cost or at no cost. The volunteer on the other hand will have the opportunity to maintain and possibly update his/her skills and make valuable contributions to the development of civil aviation. Activities under this programme are intended to complement other initiatives that address the challenges faced by some States in meeting their obligations under the Chicago Convention.

4.4.1.6 The ICAO Programme for Aviation Volunteers, in the immediate term will be part of a larger ICAO strategy for assisting States in addressing shortcomings identified during audits, in order to achieve high levels of effective implementation of ICAO SARPs. Assistance could also be provided in non-audit areas in response to requests from States, subject to availability of experts with the required skill sets. Skilled and experienced volunteers will be engaged through ICAO to provide short term assistance to States in the performance of specified tasks related to their field of expertise, for a specific period of time.

#### **4.5 State Challenges and Needs – Development of Solutions**

4.5.1 Under P/05, The Meeting highlighted the following successful agreements under the NACC NCLB strategy:

- i. Signature of Collaboration between Regional Safety Oversight Organizations (RSOO) (CASSOS-COCESNA), where other joint activities are foreseen as:
  - development of a Common Safety Management Manual between ACSA and CASSOS
  - sharing transnational inspectors to assist members States (CASSOS-ACSA)
- ii. Collaboration among States (training Centres- Association) to help with training needs (CASSOS, COCESNA/ICCAE and Dominican Republic/ASCA)
- iii. Follow up collaboration among all States and International Organizations, such as: Joint work ICAO-United States-ACI; ANIWG-IATA-CANSO; etc.
- iv. Signature of Memorandum of Collaboration NCLB
- v. Participation on specific targeted events to improve regional EI:
  - National Continuous Monitoring Coordinators (NCMCs) meeting (Nov. 2016) – hands-on event to explore States' Universal Safety Oversight Audit Programme (USOAP) concerns and look for solutions. NCMCs must be qualified experts on USOAP to ensure the success of this event.
  - Support the RLA/09/801 Project on Subject Matter Experts (SMEs) for Technical Assistance Missions (TEAMs), SME for development of specific works on an ANS Inspector Manual, etc.

- Development and organization of a Regional Accident and Incident Investigation Organization (RAIO): for Accident investigation and prevention (AIG) matters
  - Participation on ANS/ATS Inspector Workshop
- vi. Evolution of the NACC NCLB Strategy towards a Multiregional Civil Aviation Assistance Programme (MCAAP) as the umbrella programme under which some organizations can donate to assist the States. ICAO will be looking for funds at the IADB and the World Bank showing them the results.

***Regional Accident and Incident Investigation Organization (RAIO) Solution***

4.5.2 Under Presentation P/06, the Secretariat commented on the lack or low level of Effective Implementation (EI) observed in the Caribbean States and particular CASSOS. Similarly the Meeting recalled that CASSOS has requested ICAO and other related entities like COCESNA/ *Grupo Regional de Investigación de Accidentes Aéreos* (GRIAA) assistance for a regional solution on improving AIG oversight and investigations. In this regard under P/06, the Secretariat pointed out:

- the Annex 13 requirements for the State of Occurrence to institute an investigation into the circumstances of the accident and be responsible for the conduct of the investigation, or may delegate the whole or any part of the conducting of such investigation to another State or a regional accident and incident investigation organization by mutual arrangement and consent and on the Annex 19 State Safety Programme (SSP) requirements for the State to maintain the independence of the accident and incident investigation organization from other State's aviation organizations
- guidance of ICAO Doc 9946 - *Manual on Regional Accident and Incident Investigation Organization (RAIO)*
- Practical implementation of a RAIO with GRIAA the led by COCESNA/ACSA

4.5.3 Based on the above, the Secretariat proposed the establishment of a RAIO for CASSOS Member States by providing economies of scale through the sharing of the necessary financial and human resources under the NACC "No Country Left Behind" Strategy. The proposal shall allow:

- CASSOS Member States to comply with their investigation obligations as established by ICAO SARPs in order to contribute to a safer international air transportation system
- Enhance a CAR Regional Cooperation Mechanism, increasing the maturity level of the States on the implementation of the ICAO SARPs

4.5.4 The proposal is structured as three parts, which tasks are:

- Conduct a feasibility study for the establishment of the RAIO in coordination with ICAO HQ AIG Section, COCESNA/ACSA, and other accident investigation agencies
- Conduct study to determine existing capabilities (both human and material) of individual States to carry out their investigation responsibilities, such as number of qualified personnel, research and analysis institutions, and facilities to carry out flight data recorder readout and analysis

- Develop a regional training programme in coordination with ICAO GAT, NAM/CAR Training Centers, etc.
- Develop an action plan for improving AIG area under USOAP-CMA
- Develop an action plan for effective implementation of a RAIO

4.5.5 In this regard, the Meeting was in agreement to enhance the regional collaboration envisaged under the NACC NCLB for the AIG matters in the Caribbean States/CASSOS members and formulated the following conclusion:

**CONCLUSION**

**NACC/DCA/6/4**

**ESTABLISHMENT OF A RAIO IN THE CAR REGION**

That, in order to foster the improvement in the Effective Implementation in the AIG matters in the CAR Region and enhance regional collaboration under the NACC NCLB Strategy through the establishment of a RAIO for CASSOS Member States and other CAR States as required, CAR States, led by ICAO NACC Office:

- a) designate a PoC for this action by **31 May 2016**;
- b) develop and implement an action plan including as a minimum the Project areas detailed in **Appendix C**; and
- c) present the progress accomplished from item b) by the NACC/DCA/7 meeting.

**Regional Collaboration**

4.5.6 From P/10, Netherlands proposed support the CAR Region through:

- Cooperation of several States in sharing dates with audits/inspections by auditors/inspectors from Netherlands and United Kingdom
- Offer 2-3 CASSOS auditors/inspectors the opportunity to join in the audit/inspection
- CASSOS should nominate auditors/inspectors for the program on the basis of longer commitment ( 3 years in the programme and Monitoring and progress verification of these inspectors/auditors)

4.5.7 Similarly it was informed that the Bonaire Airport has been certified by the CAA in 2015 and updates to the infrastructure were ongoing for the Airports of Bonaire, Saba and Sint Eustatius in order to comply to at least the minimum ICAO safety requirements. These updates have been paid by the Dutch government and are limited to aviation safety only. Moreover, Netherlands exposed their experience on aerodromes, setting up a group of airport managers visiting together another airport, sharing lessons learned amongst professionals; acting as auditors and lead-auditors and performed serious audits amongst each other's. This approach became successful after a couple of years and it was suggested to be considered to be expanded to ATM and other domains of aviation.

4.5.8 Regarding the National Continuous Monitoring Coordinators (NCMCs), it was informed that the Netherlands appointed a NCMC for each of their four autonomous countries: Netherlands (including Bonaire, Saba and Sint Eustatius), Curacao, Aruba and Sint Maarten. The Training of the NCMC is being sought and therefore the ICAO NACC NCMC event for Nov 2016 was welcomed.

4.5.9 Finally Netherlands informed of their updates to their State Safety Programme (SSP), resulting in a modern SSP Action Plan 2015-2017.

4.5.10 Under P/12, ACI presented its activities in support of aerodromes highlighting its ACI APEX programme and the joint activities carried out with ICAO and the FAA.

4.5.11 Under P/11, Cuba presented information on its SAR system within the Habana Flight Information Region (FIR). The Meeting noted the progress made by Cuba as a model of SAR coordination in CAR Region.

4.5.12 Due to the above the Meeting agreed in the following Conclusions:

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

**SHARING OF TRANSNATIONAL SAFETY INSPECTOR IN THE CAR REGION  
AND IDENTIFICATION OF CRITICAL USOAP IMPROVEMENTS**

That, in order to identify critical USOAP improvement matters and support the lack of safety oversight in the CAR Region:

- a) ICAO NACC Regional Office, Netherlands and CASSOS coordinate the necessary arrangements for the sharing of experiences and transnational inspectors;
- b) CAR States ensure the participation of their NCMC in the 2016 NCMC Meeting; and
- c) the progress of these actions be reported to the NACC/DCA/7 Meeting.

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

**ENHANCEMENT OF CAR RSOOS AND REGIONAL SUPPORT ON SAFETY  
OVERSIGHT IMPROVEMENTS**

That, in order enhances the actions and collaboration among the CAR RSOOs for their respective growth and enforcement, COCESNA and CASSOS

- a) develop common guidance/documentation (Safety Management Manual, ANS inspector Manual and Aerodrome Certification Manual);
- b) coordinate the necessary activities to meet the identified training needs; and
- c) report the progress of these actions by the NACC/DCA/7 meeting.

**CONCLUSION**  
**NACC/DCA/6/7**

**EFFECTIVE AND JOINT WORK ON AERODROME CERTIFICATION AND  
AERODROME SAFETY IMPROVEMENTS**

That, in order to streamline the aerodrome certification and safety improvements in aerodromes, ICAO, ACI and United States analyse, develop and implement a joint strategy and action plan for achieving the regional targets on aerodrome certification and aerodrome safety improvements for approval of the NAM/CAR DCA and presentation as needed by the GREPECAS PPRC/4 meeting by **15 June 2016**.

4.5.13 Considering the above, the Meeting agreed to endorse the support and commitment with ICAO through signing the Declaration of Intent, and therefore it formulated the following decision:

**DECISION**  
**NACC/DCA/6/8**

**SIGNING OF THE DECLARATION OF INTENT**

The NACC/DCAs decide to sign the Declaration of Intent in **Appendix D**, which establishes the arrangements for mutual cooperation in the promotion and development of civil aviation, in support of the ICAO NACC Regional NCLB Strategy in order to assist States increasing their Effective Implementation (EI) of ICAO SARPs.

4.5.14 Under P/13, the World Bank presented its regional support mechanism regarding aviation. Likewise, a representative of the United Nations Development Programme (UNDP) noted that his organization brings together the development-oriented entities of the United Nations (UN), the agencies, funds and programmes so that, collectively, the UN system can offer coherent and focused support to national development efforts. As the efforts concentrate on environmental issues in international aviation, the outlook for funding is bleak due to shrinking global development assistance funding. Due to this important input of the bank, the following conclusion was adopted:

**CONCLUSION**  
**NACC/DCA/6/9**

**BANKS' FUNDINGS SUPPORT**

That, in consideration of the donor community efforts to assist the region in financing projects under RLA/09/801 project:

- a) the ICAO NACC Regional Office coordinate with member States wishing to submit proposals to the World Bank and other lending institutions on an as-needed basis;
- b) the ICAO NACC Regional Office request support from the relevant lending institutions to fund projects and programmes under MCAAP programme; and
- c) States identify their needs and coordinate with the ICAO NACC Regional Office for presentation at the IWAF/2 scheduled for 2016,

**4.6 Other NCLB Business**

- 4.6.1 No other business was discussed.



**Agenda Item 5      ICAO Aviation Training**

**5.1                    ICAO Global Aviation Training**

5.1.1                Under WP/06, the Secretariat recalled that even though the NAM/CAR Regions had accomplished the ICAO Civil Aviation Training Policy statement “*each ICAO region may have amongst its TRAINAIR PLUS Members at least one leading Training Organization*” with 11% of the global total (NAM/CAR TRAINAIR PLUS Training Centres are included in IP/05), some challenges also exist that need to be addressed, particularly concerning the viability and sustainability of the regions’ training centres in their ability to meet the demands of the regional capacity needs; the redundancy of training capacity and unnecessary and detrimental competition for limited demand, and lead to required government subsidy to support centres, which cannot be self-sustaining based on insufficient need. In this regard it is imperative that decisions to develop or establish training centres, either for internal reasons only, or for internal or external offering of training, be meticulously evaluated.

5.1.2                The Meeting recalled the creation of the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG), the conclusion agreed in the 26th Directors of Civil Aviation of the Eastern Caribbean Meeting for the NAM/CAR/CATC/WG to evolve into a training association, ref. Conclusion E/CAR/DCA/26/11 and the reference of similar experience with the Association of African Aviation Training Organizations.

5.1.3                In order to mitigate the risks noted above, while still ensuring the availability and even profitability of providing and meeting the regional training capacity needs versus the demand needs, as such, the meeting agreed on the following conclusion

**CONCLUSION**

**NACC/DCA/6/10**

**ORGANIZATION FEASIBILITY FOR THE ESTABLISHMENT OF AN  
ASSOCIATION OF TRAINING ORGANIZATIONS IN THE NAM/CAR  
REGIONS (ATO-NACC)**

That, in order to evaluate the risks while still ensuring the availability and even profitability of providing and meeting the regional training capacity needs versus the demand needs, together with the ICAO GAT Office, the ICAO NACC Regional Office, and the Member States, the NAM/CAR/CATC/WG:

- a) evaluate the viability of a regional association of training centres considering the following Initial items:
  - i. evaluate the need and benefit of such an association
  - ii. review possible structure of the association
  - iii. possible management structure (i.e. managed through the Regional Office or managed by the Member States in a rotational basis); and
- b) present the evaluation results to the NACC/DCA/7 meeting.

5.1.4 Under IP/13, Dominican Republic informed the Meeting of their *Academia Superior de Ciencias Aeronautica (ASCA)* as one of ICAO certified Regional Training Centres of Excellence (RTCE) in the areas of air navigation services, safety, and safety management. ACSA also participates in numerous technical assistance programs, collaborative agreements with other NACC States, and numerous training symposia around the world.

5.1.5 The Secretariat presented WP/13 with a proposal for training on safety oversight strategies effectively to large Air Navigation Service Providers (ANSP) in order to improve States Effective Implementation (EI) level. The objective of this event is to ensure that member States receive the necessary support for the implementation of ICAO Standards and Recommended Practices (SARPs). The Meeting thanked this timely assistance and agreed that the ICAO NACC Regional Office Schedule such event for February 2017 in order to ensure greater attendance.

**5.2 Other Aviation Training Business**

5.2.1 No other business was discussed.

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**Agenda Item 6      Environment**

**6.1           States' Action Plans on CO<sub>2</sub> Emissions Reduction Activities –  
Implementation Status and Benefits Report**

6.1.1           Under WP/07, the Meeting recalled the importance to present and update the “States’ action plans on CO<sub>2</sub> emissions reduction activities,” several assistance mechanisms developed by ICAO were presented, successful mitigation experiences were shared as the implementation of solar panels addressed by Jamaica. It was also emphasised the assistance tool “*ICAO Buddy Programme on Action Plans*” in order to the States that have presented their plan support the States that have not yet done so, in the spirit of the initiative “No Country Left Behind.”

6.1.2           The Meeting was requested to ensure the submission or update of the action plans in accordance with *ICAO 38<sup>th</sup> Session Assembly Resolution A38-18*, considering that the plans are a planning and reporting tool of activities to address CO<sub>2</sub> emissions resulting from international civil aviation and the reported information allows ICAO to compile the global progress towards the compliance of the established targets in the *Assembly Resolution A37-19*. It was noted the existence of assistance to States through projects and programmes, and the Meeting was encouraged to explore financial opportunities available at a regional level to support the development of States’ action plans and the implementation of the mitigation measures.

6.1.3           Several States raised their concerns related with the activities to address CO<sub>2</sub> emissions resulting from the international civil aviation, considering that regional measures have been implemented with efficient results and that the associated management of these themes involves diverse sectors of the National Government that are out of the reach of Civil Aviation Authorities.

6.1.4           The Meeting adopted the following Conclusion:

**CONCLUSION**

**NACC/DCA/6/11**

**STATES' ACTION PLANS ON CO<sub>2</sub> EMISSIONS REDUCTION ACTIVITIES**

That,

- a) the ICAO NACC Regional Office assist States by providing the necessary information in preparation for the 39th Session of the ICAO Assembly; and
- b) the States that have not yet submitted their action plans express their intention to participate in the "ICAO Buddy Programme on Action Plans" considering the offer from Dominican Republic, Trinidad and Tobago, and United States, allowing the submission of the plan before the ICAO 39<sup>th</sup> Session of the Assembly.

**6.2 Other Environmental Matters**

6.2.1 Under WP/11, the Latin American and Caribbean Air Transport Association (ALTA) communicated its position to the Meeting regarding the issue of Market Based Measures (GMBM) that are currently being discussed at ICAO. The position of their association and of their membership is to continue supporting the ICAO process with regard to GMBM, while highlighting that GMBM should only be used exceptionally in the event that the carbon neutral growth is not achieved by 2020, once all the efforts are done to reduce the emissions. It was also noted that the GMBM should not create barriers to the growth of air transport in the region, nor limit the social and economic development in the region.

6.2.2 In preparation for the 39<sup>th</sup> Assembly, ALTA is working with ICAO the draft text for the Assembly Resolution, agreeing that governments support the ICAO process to implement GMBM, use this tool only in extraordinary circumstances, and promote technology, research and development of sustainable alternative fuels, as well as other policies that promote its production, distribution and use at a commercial level. ALTA encouraged the NACC States to adopt the principles as stated in the draft resolution as their own.

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**Agenda Item 7                    ICAO World Aviation Forum (IWAF): State Assistance Needs and Donors Meeting**

7.1                    Under P/09, the Secretariat informed on the results of the first ICAO World Aviation Forum (IWAF) conducted in November 2015; and on the scope and objectives of the 2016 IWAF session to be held in ICAO HQ, Montreal, Canada, 26 September 2016. The IWAF/2 seeks to create a momentum, through the cooperation between States, the aviation community, international organizations and financial institutions, to identify and facilitate funding and financing required to accelerate the implementation of international civil aviation global standards and policies, plans and programmes in support of the NCLB initiative and ensure sufficient resources for sustainable aviation development using existing and new mechanisms by placing aviation in the heart of national development strategies with a view to overcoming the low-priority given to aviation in financing.

7.2                    Under the IWAF/2 Programme in the agenda on “Financing for Sustainable Growth of Aviation”, the connectivity in Small Island Developing Countries (like the Caribbean) had been included. To this extent and following the tasks expected from ICAO NACC Regional Office in the assistance to States (NACC NCLB Declaration of Intent), the ICAO NACC Regional Office will conduct a visit to the main financial entities’ Headquarters (New York / Washington) to seek support on financial funds for the NAM/CAR Regions. The Meeting was request to identify their needs, including the common regional needs; Propose projects (define solutions to the needs identified for resolving deficiencies, implementing NCLB, developing business cases, and finding potential donors and investors) and invited to promote, support and participate in IWAF2016.

**Agenda Item 8                    ICAO Strategic Safety tools for Directors**

8.1                    Under P/7, the Secretariat highlighted the availability of basic tools for the DCA awareness and knowledge to obtain their State Safety and air navigation services (ANS) implementation status, including the evolution of these tools under the iMPLEMENT tool concept to empower the State Staff. A detailed emphasis on the State Safety Briefing Application available on the iSTARS SPACE Section of the ICAO Secure Portal at <http://portallogin.icao.int/> was presented to the Meeting.

**Agenda Item 9                      Preparation for the 39<sup>th</sup> Session of the ICAO Assembly**

9.1                      Under P/8, the Secretariat presented an overview of the ICAO Assembly, the 39th Session of the ICAO assembly and its Agenda (available at [http://www.icao.int/Meetings/a39/Documents/WP/wp\\_001\\_en.pdf](http://www.icao.int/Meetings/a39/Documents/WP/wp_001_en.pdf)). The Meeting was invited to submit to the A39 their national or regional initiatives/ Projects.

9.2                      In this regard the United States invited the Meeting to support their proposals on: the three fundamental concepts and framework that shall be reflected in the Global Aviation Security Plan (GASeP) (WP/3) and to support ICAO initiatives that proactively address current and emerging safety risks and threats and make progress in advancing mutual objectives on the GANP, GASP and environment (WP/10).

9.3                      These proposals were complemented with the two papers being submitted to the A-39 by United States (IP/10) on “Standardization of Operational Trials in Oceanic Airspace” and “Updating the Global Aviation Safety Plan”. The Meeting took note of this proposal for their participation to the A-39.

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**Agenda Item 10    Other Business**

**10.1            Results of the ICAO Global Aviation Dialogues (GLADs)**

10.1.1            Under IP/04, the meeting was invited to review the results of the second round of ICAO Global Aviation Dialogues (GLADs) on Global Market Based Measures (GMBM) held at various locations throughout the world. These dialogues shared information regarding Global MBMs to address CO<sub>2</sub> emissions from international aviation. The meetings were also presented to inform the attendees on the work at ICAO regarding the GMBM scheme, and served as an opportunity to receive feedback from Member States and relevant organizations.

**10.2            Proposal of Consolidation of Sub-Regional DCA Meetings**

10.2.1            Under WP/08, the Meeting was recalled that for 2016 the Twenty-sixth Directors of Civil Aviation of the Eastern Caribbean Meeting (E/CAR/DCA/26), due to cost-effectiveness and efficiency purposes, requested joining the E/CAR/DCA and the C/CAR/DCA Meetings; and joining also the 2016 DGAC/CAP Meeting also from the coordination with the Central American States. Due to this the Secretariat proposed that the three annual sub-regional Directors of Civil Aviation meetings (i.e., Central American, Central Caribbean and Eastern Caribbean) be convened as a single meeting in 2016.

10.2.2            The Meeting also noted that from the ICAO State Letter NACC59097, several NAM/CAR States manifested their support on the initiative to conduct this consolidation of DCA Meeting into a single annual meeting highlighting:

- the time-effectiveness and financial benefits of a single annual meeting vs. the separated subregional DCA Meetings
- the cost-effectiveness and efficiency purposes
- to reduce travelling costs
- to optimize costs and ensure a greater attendance to this meeting
- to maintain a specific line of arrangements for exchanges at sub-regional level, while favouring the consolidation of various fora, as far as practicable, allowing time during this meeting for discussion of dedicated topics, at sub-regional level.

10.2.3            The Meeting recognized that even though the sub regional DCA meeting mechanism has worked well, the request for a more active and dynamic dialogue between DCAs, coupled with the increasing financial and human resource restrictions for States and Organizations makes evident the need to optimize these meeting and the consolidation is the best solution. Under this single annual DCA Meeting solution, the working framework shall be kept as a whole as a North America, Central America and Caribbean Meeting, where regional and specific subregional safety, security, air navigation, air transport and environment protection matters and other would be included. The frequency of these meetings should be as necessary maximizing the use of virtual meetings and the pre-discussion of the topics to keep the NACC/DCA Meeting discussion level very executive and concrete.



10.2.4 Due to the above the Meeting agreed on the following decision

**DECISION**

**NACC/DCA/6/12**

**CONSOLIDATION OF SUB-REGIONAL DIRECTORS OF CIVIL AVIATION  
(DCA) MEETINGS**

That, in order to gain efficiency, effectiveness and obtain more active participation of the NAM/CAR DCAs, the NAM/CAR States agree the consolidation of all the sub-regional DCA Meetings into a single annual DCA Meeting as NACC/DCA Meetings, approving its items of Reference and Rotation Meeting scheme as shown in **Appendix E**.

10.2.5 In relation to the existing bodies supporting the implementation in the CAR Region, the E/CAR/DCAs made reference to the decision to disband the Eastern Caribbean Network Technical Group (E/CAR/NTG) agreed during the E/CAR/DCA/26 meeting in New Orleans, United States from 1 to 3 December 2015. The E/CAR/DCA considers this group as critical to the East Caribbean at this point and therefore it was decided that this group continue to be active in order to support the E/CAR area. It was also decided that the group revert to its original format/structure.

**10.3 Outstanding State Contributions to ICAO**

10.3.1 The Secretariat presented WP/09, mentioning information related to ICAO's financial situation and outstanding contributions as at 31 March 2016. In this regard the Secretariat urged States to take necessary measures to fulfil financial obligations to ICAO in an urgent manner. ICAO depends on the State assessments to carry out its mandate.

**10.4 Other business**

10.4.1 IATA and ALTA presented WP/12 in order for States to introduce intelligent/consultative regulations for air transport, thus avoiding unnecessary regulatory burdens and improving air connectivity. The methodology includes common subjects and best practices of several programmes worldwide on policy designs based on the regional economic and social development.

10.4.2 The Meeting noted the initiative and requested the aviation authorities and other regulatory agencies to apply these principles with a transparent and consultative approach, defined objectives to balance the need of protecting consumer through sustainability of industry and removing potential obstacles to materialize economic and social benefits that aviation can provide to the Latin American countries.

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

Number	Conclusion/Decision	Responsible for action	Deadline
C/1	<b>IMPLEMENTATION OF A REGULATORY FRAMEWORK FOR UNMANNED AIRCRAFT SYSTEM(S) (UAS) OPERATIONS</b> That, considering the use of emerging technologies in the industry for unmanned aircraft systems (UAS) operations:		
	a) NAM/CAR States establish by December 2017 a regulatory framework for UAS operations in ATS airspace and international aerodromes of their jurisdiction, which includes: i. the implementation of safety oversight risk management mechanisms related to the operation of UAS systems ii. use the existing mechanisms with the purpose of sharing critical information related to UAS and airspace use restrictions iii. facilitate educational sources within the communications media and other tools for users regarding UAS operations; iv. carry out risk evaluation on the non-regulated use of UAS in the vicinity of aerodromes; v. support coordination of civil-military authorities to ensure safety in civilian aircraft, as indicated in Circ 330 – Civil Military Cooperation in Air Traffic Management; and use ICAO references contained in Doc 10019 - <i>Manual on Remotely Piloted Aircraft Systems (RPAS)</i> ; and	NAM/CAR States	December
	b) the ICAO NACC Regional Office coordinate with United States and LACAC to have NAM/CAR States participate on the Drone Risk Management Workshop (FAA-LACAC) to be held from 25 to 28 July 2016, as well as the convening of a regional event for the regulation and operation of UAS in 2017.	ICAO NACC Regional Office	Dec. 2107
C/2	<b>SHARING OF TRAINING PROGRAMMES FOR SAFETY OVERSIGHT</b> That, in order to improve training programmes for safety inspectors:		
	a) CAR Region States i. determine training needs for personnel involved in safety oversight ii. identify training centres that have the capacity to give appropriate training on safety oversight, in accordance with requirements included in Annex 19; iii. share training plans and programmes with other States, in order to increase the regional oversight capacity ;	CAR Region States	NACC/DCA/7 Meeting

Number	Conclusion/Decision	Responsible for action	Deadline
	b) the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/WG) analyse the training needs regarding safety oversight in the NAM/CAR Regions; and	NAM/CAR/CATC/WG	
	c) present the results on items a) and b) by the NACC/DCA/7 Meeting.	Both	NACC/DCA/7 Meeting
<b>C/3</b>	<b>ASBU IMPLEMENTATION ON THE NAM/CAR REGIONS</b> That, in order to create more effective and straightforward mechanisms for monitoring and allowing a harmonized regional implementation progress aligned with ICAO ASBU methodology under the NCLB strategy; States:		
	a) designate their PoCs for monitoring NCLB and RPBANIP targets as members to the Ad Hoc Group ASBU of the ANI/WG by 30 July 2016	States	30 July 2016
	b) notify by the 2016 ASBU workshop, the elements or ASBU modules to be implemented by each State as envisaged in their National Plan; and	States	2016 ASBU workshop
	c) ensure their participation to the 2016 ASBU Workshop to be held in ICAO NACC Regional Office.	States	2016 ASBU workshop
<b>C/4</b>	<b>ESTABLISHMENT OF A RAO IN THE CAR REGION</b> That, in order to foster the improvement in the Effective Implementation in the AIG matters in the CAR Region and enhance regional collaboration under the NACC NCLB Strategy through the establishment of a RAO for CASSOS Member States and other CAR States as required, CAR States led by ICAO NACC Office:		
	a) designate a PoC for this action by <b>30 May 2016</b> ;	CAR States	30 May 2016
	b) develop and implement an action plan including as a minimum the Project areas detailed in <b>Appendix C</b> ; and	CAR States	NACC/DCA/7 meeting
	c) present the progress accomplished from item b) by the NACC/DCA/7 meeting.	CAR States	NACC/DCA/7 meeting
<b>C/5</b>	<b>SHARING OF TRANSNATIONAL SAFETY INSPECTOR IN THE CAR REGION AND IDENTIFICATION OF CRITICAL USOAP IMPROVEMENTS</b> That, in order to identify critical USOAP improvement matters and support the lack of safety oversight in the CAR Region:		
	a) ICAO NACC Regional Office, Netherlands and CASSOS coordinate the necessary arrangements for the sharing of experiences and transnational inspectors;	ICAO NACC Regional Office, Netherlands and CASSOS	NACC/DCA/7 Meeting
	b) CAR States ensure the participation of their NCMC in the 2016 NCMC meeting; and	CAR States	2016 NCMC Meeting
	c) report the progress of these actions by the NACC/DCA/7 Meeting.	ICAO NACC Regional Office, Netherlands and CASSOS	NACC/DCA/7 Meeting

Number	Conclusion/Decision	Responsible for action	Deadline
<b>C/6</b>	<b>ENHANCEMENT OF CAR RSOOS AND REGIONAL SUPPORT ON SAFETY OVERSIGHT IMPROVEMENTS</b> That, in order enhance the actions and collaboration among the CAR RSOOs for their respective growth and enforcement		
	a) COCESNA and CASSOS develop common guidance/ documentation (Safety Management Manual, ANS inspector Manual and Aerodrome Certification Manual);	COCESNA and CASSOS	NACC/DCA/7 Meeting.
	b) COCESNA and CASSOS coordinate the necessary activities to satisfy the training needs identified; and	COCESNA and CASSOS	NACC/DCA/7 Meeting.
	c) report the progress of these actions by the NACC/DCA/7 Meeting.	COCESNA and CASSOS	NACC/DCA/7 Meeting.
<b>C/7</b>	<b>EFFECTIVE AND JOINT WORK ON AERODROME CERTIFICATION AND AERODROME SAFETY IMPROVEMENTS</b> That, in order to streamline the aerodrome certification and safety improvements in aerodromes, ICAO, ACI and United States analyse, develop and implement a joint strategy and action plan for achieving the regional targets on aerodrome certification and aerodrome safety improvements for approval of the NAM/CAR DCA and presentation as needed by the GREPECAS PPRC/4 Meeting by <b>15 June 2016</b>	ICAO, ACI and	15 June 2016
<b>D/8</b>	<b>SIGNING OF THE DECLARATION OF INTENT</b> The NACC/DCAs decide to sign the Declaration of Intent, which establishes the arrangements for mutual cooperation in the promotion and development of civil aviation, in support of the ICAO NACC Regional NCLB Strategy in order to assist States increasing their Effective Implementation (EI) of ICAO SARPs.	NACC/DCAs	NACC/DCA/6
<b>C/9</b>	<b>BANKS' FUNDING SUPPORT</b> That, in consideration of the donor community efforts to assist the region in financing projects under RLA/09/801 project:		
	the ICAO NACC Regional Office coordinate with member States wishing to submit proposals to the World Bank and other lending institutions on an as-needed basis;	ICAO NACC Regional Office	as-needed
	the ICAO NACC Regional Office request support from the relevant lending institutions to fund projects and programmes under MCAAP programme; and	ICAO NACC Regional Office	IWAF/2 Meeting
	States identify their needs and coordinate with the ICAO NACC Regional Office for presentation at the IWAF/2 scheduled for 2016	States	IWAF/2 Meeting

Number	Conclusion/Decision	Responsible for action	Deadline
C/10	<b>ORGANIZATION FEASIBILITY FOR THE ESTABLISHMENT OF AN ASSOCIATION OF TRAINING ORGANIZATIONS IN THE NAM/CAR REGIONS (ATO-NACC)</b> That, in order to evaluate the risks while still ensuring the availability and even profitability of providing and meeting the regional training capacity needs versus the demand needs, together with the ICAO GAT Office, the ICAO NACC Regional Office, and the Member States, the NAM/CAR/CATC/WG:		
	a) evaluate the viability of a regional association of training centres considering the following Initial items: i. evaluate the need and benefit of such an association ii. review possible structure of the association iii. possible management structure (i.e. managed through the Regional Office or managed by the Member States in a rotational basis); and	NAM/CAR/CATC/WG	NACC/DCA/7 Meeting
	b) present the evaluation results to the NACC/DCA/7 Meeting.	NAM/CAR/CATC/WG	NACC/DCA/7 Meeting
C/11	<b>STATES' ACTION PLANS ON CO<sub>2</sub> EMISSIONS REDUCTION ACTIVITIES</b> That,		
	a) the ICAO NACC Regional Office assist States by providing the necessary information to argue the joint work with the permanent representatives, as well as their participation in the ICAO 39th Assembly; and	ICAO NACC Regional Office	before the ICAO 39 <sup>th</sup> Session of the Assembly
	b) the States that have not yet submitted their action plans express their intention to participate in the "ICAO Buddy Programme on Action Plans" considering the offer from Dominican Republic, Trinidad and Tobago, and United States, allowing the submission of the plan before the ICAO 39 <sup>th</sup> Session of the Assembly.	States that have not yet submitted their action plans	before the ICAO 39 <sup>th</sup> Session of the Assembly
D/12	<b>CONSOLIDATION OF SUB-REGIONAL DIRECTORS OF CIVIL AVIATION (DCA) MEETINGS</b> That, in order to gain efficiency, effectiveness and obtain more active participation of the NAM/CAR DCAs, the NAM/CAR States agreed in the consolidation of all the sub-regional DCA Meetings into a single annual DCA Meeting as NACC/DCA Meetings, approving its items of Reference and Rotation Meeting scheme as shown in <b>Appendix E.</b>	NAM/CAR States	NACC/DCA/6

**APPENDIX B**  
**FOLLOW-UP ON VALID CONCLUSIONS AND DECISIONS**

<b>Conclusion/ Decision</b>	<b>Follow-up action</b>	<b>Status</b>
NACC/DCA/5/4 - UPDATE NATIONAL AIR NAVIGATION IMPLEMENTATION PLANS IN ACCORDANCE WITH THE RPBANIP, VERSION 3.1	The Meeting recognized that some States have not updated or developed their national plans aligned with RPBANIP 3.1. Follow-up will be made in the ASBU workshop, which will be held in August 2016.	Valid
NACC/DCA/5/5 - RATIFICATION OF ARTICLE 3 bis OF THE CHICAGO CONVENTION ON INTERNATIONAL CIVIL AVIATION	Bahamas, Dominican Republic and Haiti informed that they have ratified Art 3 <i>Bis</i> of the Chicago Convention. Costa Rica, Grenada, Honduras, Nicaragua, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago and United States are pending of ratification.	Valid
NACC/DCA/5/8 - FUTURE ACTIONS ON AVIATION SECURITY (AVSEC) AND FACILITATION (FAL) IN THE NAM/CAR REGIONS	Follow-up is being made through NCLB activities and action plans.	Completed
<b>DGAC/CAP (available in Spanish only)</b>		
DGAC/CAP/98/4 - PROYECTO DE REDISEÑO DE ESPACIO AÉREO PBN EN LA FIR CENTRAL AMERICAN	La Reunión tomó nota de la reunión realizada por los Estados de Centroamérica a través del Proyecto ARESAC (febrero 2016) así como de la Reunión NAM/CAR de implementación PBN realizada en marzo 2016, donde se realizó un seguimiento de la implementación de forma regional a través del ANI/WG PBN/TF.	Completed
DGAC/CAP/98/5 - SISTEMAS DE AERONAVES PILOTADAS A DISTANCIA (RPA)	La Reunión reconoció la problemática y urgencia de guías y mayor información de orientación para la operación de drones y otros RPA. Identificando la existencia del Grupo de expertos de la OACI en este tema y de la existencia de algunas regulaciones de los Estados y la guía desarrollada por CANSO; finalmente, se acordó un enfoque a nivel de NACC/DCA, planteando la conclusión NACC/DCA/6/1	Superseded
DGAC/CAP/98/6 - ACCIONES SOBRE SEGURIDAD DE LA AVIACIÓN CIVIL (AVSEC) Y FACILITACIÓN (FAL) EN CENTROAMÉRICA	Se está dando seguimiento a través de las actividades y los planes de acción de NCLB.	Completed
DGAC/CAP/98/7 - ENFOQUE DE OBSERVACIÓN CONTINUA DEL PROGRAMA UNIVERSAL DE AUDITORIA DE LA SEGURIDAD DE LA AVIACIÓN (USAP-CMA) DE LA OACI	Se esta dando seguimiento a través de las actividades y planes de acción de NCLB	Finalizada

Conclusion/ Decision	Follow-up action	Status
DGAC/CAP/98/8 – ESPECIALISTAS ADJUNTOS DE LOS ESTADOS CENTROAMERICANOS PARA EL ICCAE	Se tratará en la reunión NAM/CAR/CATC/WG/3.	Valida
<b>C/CAR/DCA</b>		
C/CAR/DCA/14/2 - IMPROVEMENTS ON REGIONAL SAFETY OVERSIGHT IN ACCORDANCE WITH ICAO ANNEX 19	The Meeting recognized the importance of improving USOAP training, proposing a conclusion for THE NACC/DCA/6/2.	Superseded
C/CAR/DCA/14/7 - PBN AIRSPACE REDESIGN PROJECT FOR THE CAR REGION	The Meeting noted of the NAM/CAR PBN Implementation Meeting held in March 2016, where a follow-up of the regional implementation was made through the ANI/WG PBN TF.	Completed
C/CAR/DCA/14/8 - REMOTE PILOTED AIRCRAFT SYSTEM (RPAs) OPERATIONS REGULATORY FRAMEWORK	The Meeting recognized the problems and urgency of guidelines and more orienting information for drone and other RPAs operation. Identifying the existence of a panel in ICAO on this subject, the existence of some States regulations and the guide developed by CANSO, finally a NACC/DCA approach was agreed and a NACC/DCA/6/1 conclusion was proposed.	Superseded
CCAR/DCA/14/9 - ICAO STATE LETTERS	The Meeting was informed that this matter is being handled by ICAO Headquarters and will be discussed at the 39th Assembly session under agenda item 27. The ICAO NACC Regional Office has sent to Headquarters the suggestion of improving the reply rate by applying a prioritization to State Letters. Trinidad and Tobago recommends that replies to State Letters be copied to the Regional Offices. Cuba requested that letters have larger deadlines in order to provide time for replying.	Completed
<b>E/CAR/DCA</b>		
E/CAR/DCA/24/4 - SAR ACTIVITIES AND IMPROVEMENTS IN THE E/CAR SUB-REGION	Reply by the Eastern Caribbean Civil Aviation Technical Group ( <b>E/CAR/CATG</b> ) SAR Committee is expected by the NACC/DCA/7 meeting.	Valid
E/CAR/DCA/26/1 - DEVELOPMENT OF PIARCO FIR AGREEMENT	Pending discussion by the E/CAR States.	Valid
E/CAR/DCA/26/2 – IMPROVED EFFECTIVENESS TO ACCOMPLISH MEETING CONCLUSIONS AND AGREEMENTS	Will be included in the NACC/DCA ToRs.	Completed

Conclusion/ Decision	Follow-up action	Status
E/CAR/DCA/26/3 - FOLLOW-UP AND PARTICIPATION IN THE CAPSCA PROJECT	ICAO will follow-up directly with the Eastern Caribbean States implied in this conclusion and will notify the results to the NACC/DCA/7 meeting.	Valid
E/CAR/DCA/26/4 - UPDATE OF GANDD DEFICIENCIES	Follow-up and results achieved through the NCLB strategy. Barbados and ECCAA have provided replies to the deficiencies.	Completed
E/CAR/DCA/26/5 - DEVELOPMENT AND APPROVAL OF THE CAR/SAM REGIONS e-ANP	The CAR/SAM e-ANP was approved in its Volume I and the process continues with the support of the PoCs	Completed
E/CAR/DCA/26/6 - CONSOLIDATION OF EFFORTS TO SUPPORT RUNWAY SAFETY IMPLEMENTATION	The efforts of United States, ACI, IATA and ICAO have been consolidated in the aerodrome certification Works reflected in the three events of 2016 (Dominican Republic, Jamaica, and Trinidad and Tobago).	Completed
E/CAR/DCA/26/7 - E/CAR AIM IMPLEMENTATION MEETING	The meeting was held.	Completed
E/CAR/DCA/26/8 - SAR POCS FOR SAR IMPROVEMENTS AND DEVELOPMENT OF THE E/CAR NATURAL DISASTER EMERGENCY PLAN	Pending reply of the Eastern Caribbean Civil Aviation Technical Group (E/CAR/CATG SAR Committee) to be provided at the NACC/DCA/7 meeting.	Valid
E/CAR/DCA/26/9 - CONSOLIDATED PBN ATS ROUTE REVIEW IMPLEMENTATION MEETING	The Meeting noted the NAM/CAR PBN implementation meeting held in March 2016, where a follow-up regional implementation through the ANI/WG PBN TF.	Completed
E/CAR/DCA/26/10 - APPROVAL OF E/CAR RADAR DATA SHARING IMPLEMENTATION PLAN PHASE II	ECCAA confirmation on Phase II of the Project is rescheduled for 1 September 2016.	Valid
E/CAR/DCA/26/11 - CAR TRAINING ASSOCIATION AND IMPROVEMENT TO TRAINING PROVISION IN THE E/CAR AREA	This was discussed under the agenda item 5 on training and a new NACCDCA conclusion was adopted.	Superseded



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**APPENDIX C**  
**RAIO PROJECT AREAS**

1. CASSOS Regional Accident and Incident Investigation Organization (RAIO)
  - a. Conduct a feasibility study for the establishment of the RAIO in coordination with ICAO HQ AIG Section, COCESNA/ACSA, and other accident investigation agencies
2. CASSOS Member States AIG Capacity Building Assistance Programme
  - a. Conduct study to determine existing capabilities (both human and material) of individual States to carry out their investigation responsibilities, such as number of qualified personnel, research and analysis institutions, and facilities to carry out flight data recorder readout and analysis
  - b. Develop a regional training programme in coordination with ICAO GAT, NAM/CAR Training Centres, etc.
3. CASSOS Member States Technical Assistance Programme
  - a. Develop an action plan for improving AIG area under USOAP-CMA
  - b. Develop an action plan for effective implementation of a RAIO





**DECLARATION OF INTENT  
FOR THE INTERNATIONAL CIVIL AVIATION ORGANIZATION (ICAO) REGIONAL OFFICE  
FOR NORTH AMERICA, CENTRAL AMERICA AND CARIBBEAN (NACC)  
REGIONAL NO COUNTRY LEFT BEHIND (NCLB) STRATEGY**

**BETWEEN**

**THE CIVIL AVIATION AUTHORITIES OF  
NORTH AMERICA (NAM) CENTRAL AMERICA AND THE CARIBBEAN (CAR)**

**AND THE**

**ICAO NACC REGIONAL OFFICE**

Done by the Sixth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation (NACC/DCA/6), held in Nassau, Bahamas, 10 to 12 May 2016, convened by the ICAO NACC Regional Office, and with the participation of high level officials representing North American (NAM) and Caribbean (CAR) Regions Member States/Territories, International Organizations and industry,

WHEREAS, the ICAO NACC Regional Office and the Civil Aviation Authorities of the NAM/CAR Regions, have as a common purpose the promotion and development of technical cooperation in civil aviation between the countries in the regions; and

WHEREAS, the Directors General representing the NACC member States, are authorized to develop procedures and programmes to meet the needs for the safe and efficient systems in civil aviation, and to enter into cooperative arrangements to achieve this objective; and

WHEREAS, such cooperation shall encourage the development of civil aviation and safety of air commerce in NAM/CAR Regions; and

WHEREAS, the Port-of-Spain Declaration will conclude on December 2016, and the various commitments remain unaccomplished or unresolved; and in being proactive, as well as recognizing the different challenges and socio-political and economic realities of the various member States/Territories accredited to the ICAO NACC Regional Office; and

WHEREAS, it is in the best interest of the member States/Territories to have tailored action plans that take into consideration these differences and challenges specific to each State/Territory, and that these tailored action plans can be developed as part of the *ICAO NACC Regional NCLB Strategy* between the NACC Regional Office and the State Civil Aviation Authority; and



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CONSIDERING the important role of aviation as a contributor for economic and social development throughout the world, contributing to the creation of 8.5 million jobs and up to 700 billion dollars to the Global Gross Domestic Product (GDP), and due to its cross-cutting nature and multiple links to other economic sectors, the total economic impact of aviation reaches some 3.5 percent of world GDP, equivalent to 2.4 trillion dollars, with the creation of 58.1 million jobs; and

CONSIDERING ICAO's current strategic objectives are linked to 13 of the 17 United Nations Sustainable Development Goals, and some States are below the global average of implementation of ICAO Standards and Recommended Practices (SARPs);

NOW THEREFORE, the ICAO NACC Regional Office and the Civil Aviation Authorities of the NAM/CAR Regions intend to the following, non-binding arrangement:

#### **ARTICLE I—OBJECTIVE**

- A. This Declaration of Intent establishes the arrangements for mutual cooperation in the promotion and development of civil aviation, in support of the *ICAO NACC Regional NCLB Strategy* in order to assist States increasing their Effective Implementation (EI) of ICAO SARPs.
- B. Signatories to this Declaration intend to support the implementation of the *ICAO NACC Regional NCLB Strategy*, incorporating previously agreed commitments of the Port-of-Spain Declaration. Any additional metrics and deliverables will be developed separately as part of a specific Action Plan to be developed and concluded between the ICAO NACC Regional Office and each individual NAM/CAR member State.
- C. These objectives may be further enhanced by mutually agreeable cooperation in any of the following areas:
  - 1. The exchange of information regarding programmes and projects, research results or publications.
  - 2. The execution of joint analyses.
  - 3. The development and execution of joint action plans with accountable personnel assigned to the completion of all tasks.
  - 4. The coordination of research and development programmes and projects, and their execution based on shared effort.
  - 5. The exchange of operational and technical staff.



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6. The exchange of specific equipment and systems for research activities and compatibility studies.
7. The joint organization of symposia, conferences or workshops.
8. Reciprocal consultations with the aim of establishing concerted action with appropriate international bodies.

## **ARTICLE II—IMPLEMENTATION**

### **A. ICAO NACC REGIONAL OFFICE UNDERTAKINGS:**

1. Developing, monitoring, and managing of the *ICAO NACC Regional NCLB Strategy* in coordination with States as a methodology for assisting them on implementing ICAO SARPs and improving their levels of Effective Implementation.
2. Encouraging States to take appropriate measures to progress in their phased implementation of ICAO SARPs and completion of tailored NCLB action plans.
3. Promoting support from aviation safety partners including donor States, international organizations, industry and financial institutions encouraging them to assist States/Territories to improve ICAO SARPs implementation by enhancing regional coordination, cooperation and collaboration.
4. Approaching entities to secure funding for the sustainable development of air transport.
5. Approaching States and aviation partners for getting technical expertise to assist in the implementation of ICAO SARPs while focusing on priorities.
6. Promoting the cooperation between States and aviation partners to cooperate to facilitate the resolution of aviation related issues.
7. Monitoring the implementation of ICAO SARPs by NAM/CAR Region Member States.
8. Leading the alignment and integration of regional frameworks, including the various ICAO Regional Groups, towards achieving ICAO objectives, regional, and national targets.

### **B. NACC MEMBER STATE UNDERTAKINGS:**

1. Actively participating in the ICAO NACC Regional Office activities established to facilitate the compliance with the ICAO strategic objectives.
2. Making use of all available resources to expedite full implementation of ICAO SARPs, where appropriate.



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3. Cooperating with each other to facilitate the effective implementation of ICAO SARPs, where appropriate.
  4. Seeking to secure funding for the sustainable development of air transport to enable a safe, secure, and environmentally responsible air transport system.
  5. Providing “Champion State<sup>1</sup>” support to contribute with technical expertise to the regional activities under the *ICAO NACC Regional NCLB Strategy* and the leadership of ICAO.
  6. Cooperating with each other and aviation partners to facilitate the resolution of aviation related issues.
- C. Representatives from the ICAO NACC Regional Office and the member States meet periodically to discuss proposals for new cooperative activities. A joint review of the status of ongoing activities to be conducted at least yearly by the participants, and, where possible, during the ICAO NACC Directors of Civil Aviation regional meetings.

### **ARTICLE III—EXCHANGE OF PERSONNEL**

The participants may exchange technical personnel as required, and appropriate, to pursue the activities described. Such personnel may be from the ICAO NACC Regional Office, the Member States, or supporting Government agencies or contractors, as required and appropriate under terms that would be part of separate agreement if required.

### **ARTICLE IV—FUNDING**

- A. Available funding sources to be used in accordance with the structure implemented by agreement under Project RLA/09/801.
- B. Other third party funding mechanisms should continue to be sought by States and ICAO NACC Regional Office in support of NAM/CAR States/Territories, and as agreed to by the participants with assistance from the ICAO NACC Regional Office as needed.

### **ARTICLE V—AMENDMENTS**

This Declaration may be amended by mutual consent of the participants. The details of any such amendment shall be memorialized in writing.

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<sup>1</sup> A State that commits to providing assistance to others in the Region in the areas in which it excels.



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# **ARTICLE VI—COMMENCEMENT OF ACTIVITIES**

This Declaration takes effect when at least 60 percent of the States/Territories have signed and shall continue until terminated through general consensus of the ICAO NACC Regional Office in coordination with the member States/Territories.

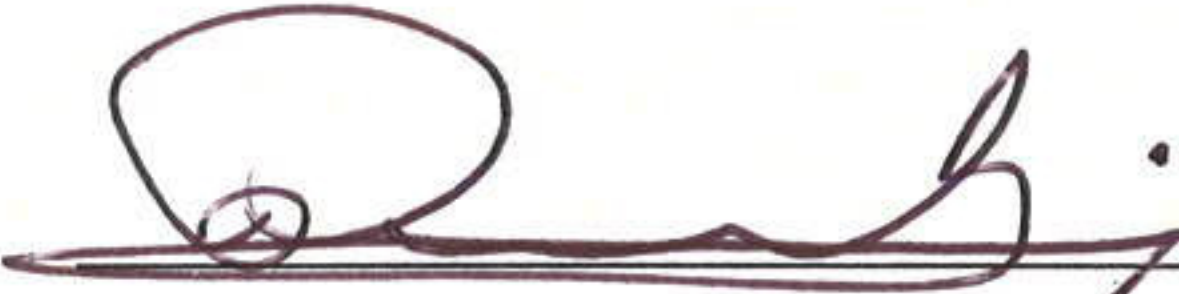



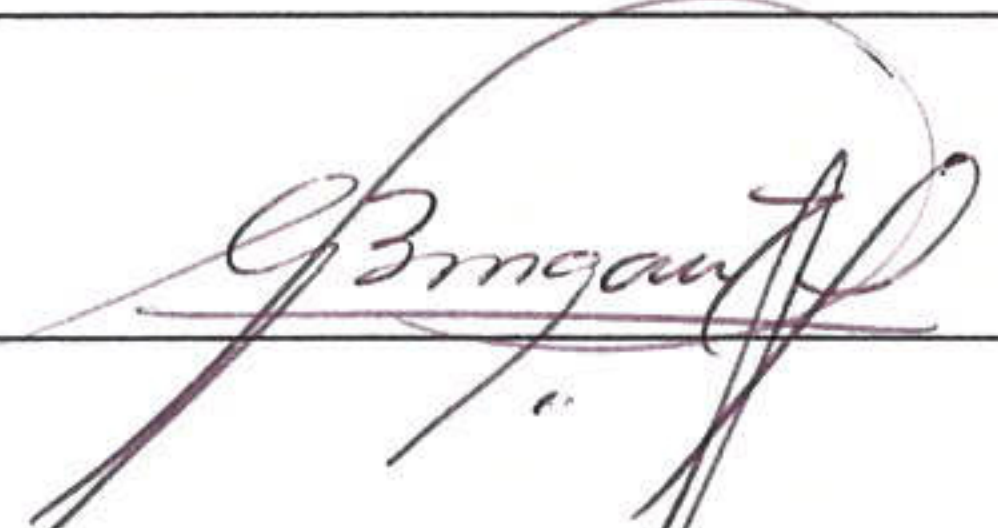


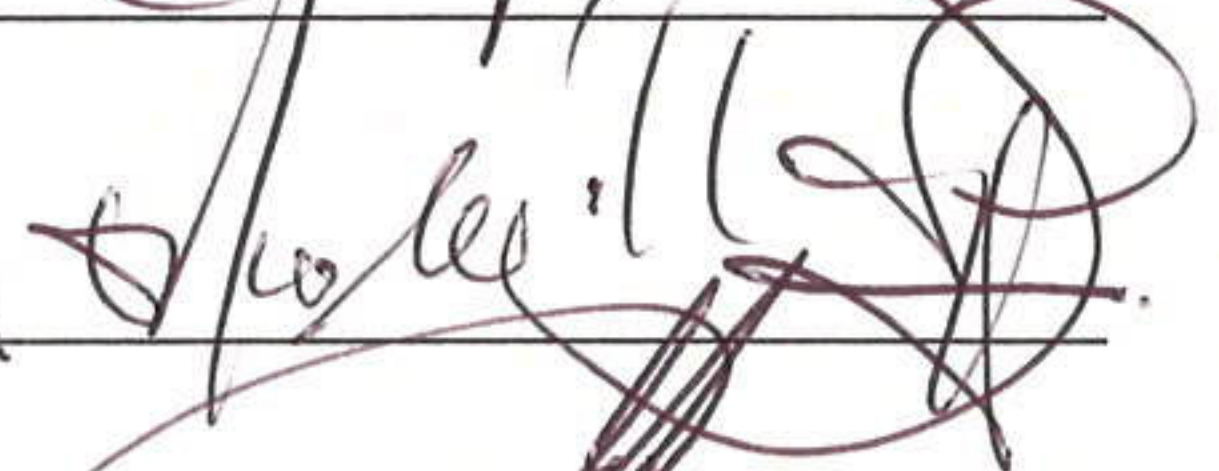
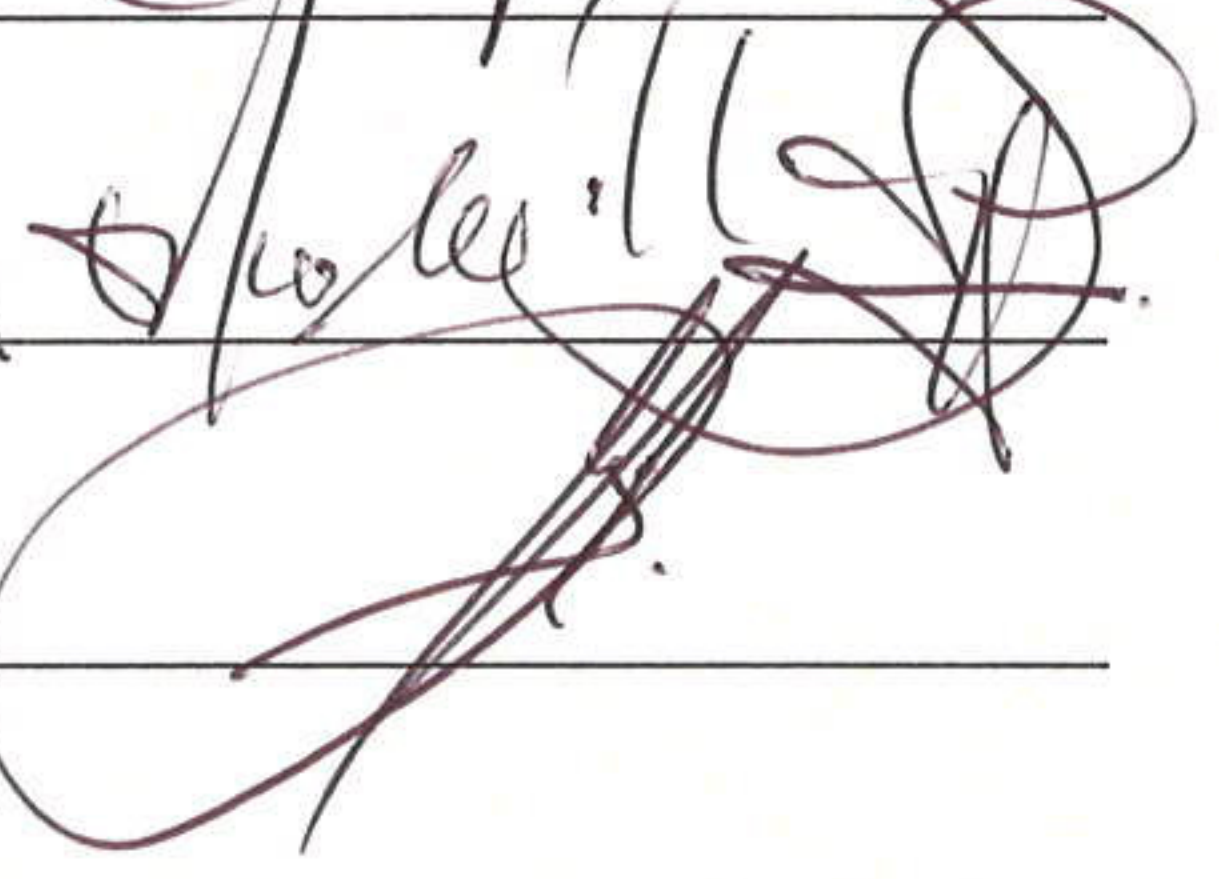
# **ARTICLE VII—AUTHORITY**

The ICAO NACC Regional Office and the Directors of Civil Aviation of the NAM/CAR States join in this Declaration as indicated by the signature of their duly authorized representatives.

	Name/Nombre	Signature/Firma
Antigua and Barbuda / Antigua y Barbuda		
Aruba	EDWIN KELLY	
Bahamas	HEATH MAJUL	Heath Majul
Barbados	KINGSLEY DB NELSON	Kingsley DB Nelson
Belize / Belice	LINDSAY GARBOUR	
Costa Rica	ENIO CEBILLO A.	
Cuba	Alfredo P. Cordero P.	

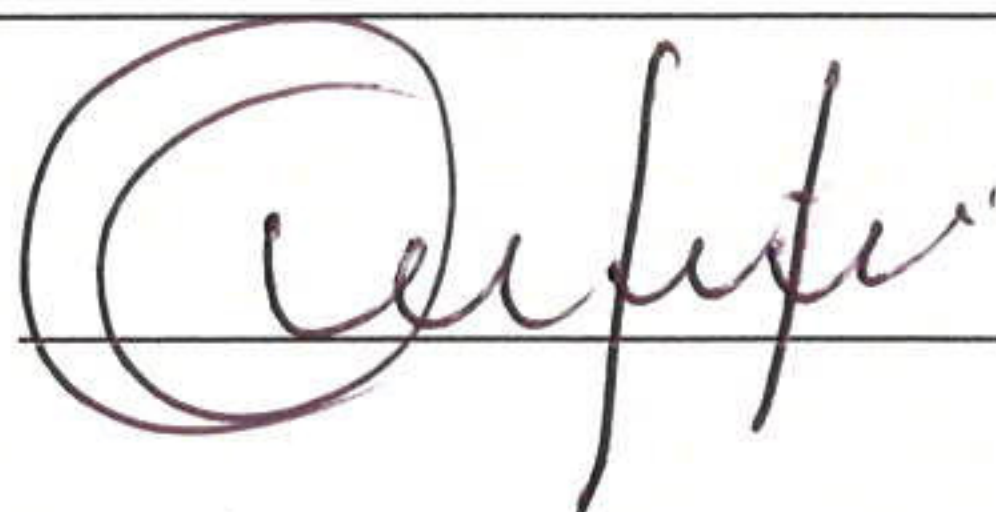


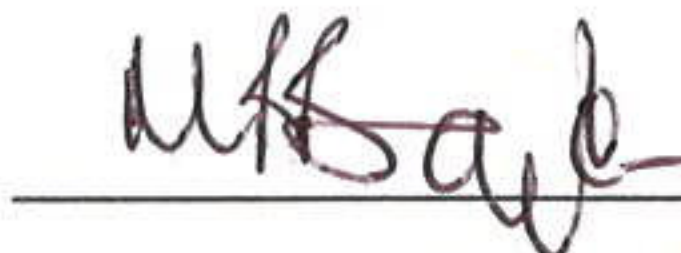

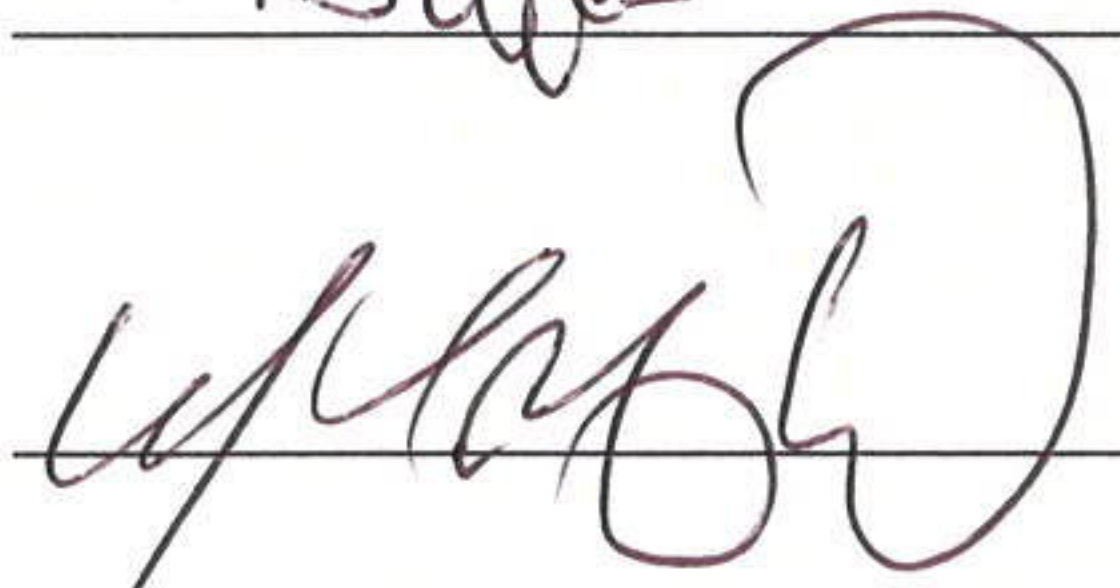
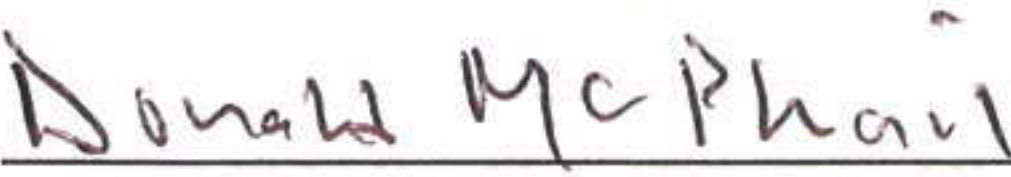
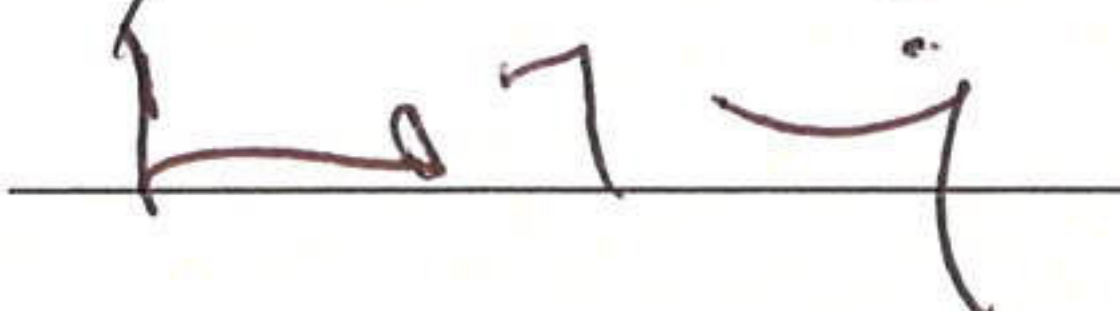


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Name/Nombre	Signature/Firma
Curacao / Curazao	OSCAR DERBY 
Dominican Republic / República Dominicana	SANTIAGO ROSA 
El Salvador	JORGE POQUIRE 
France / Francia <i>for French Antilles, Guadeloupe, Martinique, Saint Barthélemy, Saint Martin and Saint Pierre et Miquelon / por Antillas Francesas, Guadalupe, Martinica San Bartolomé, San Martín y San Pedro y Miquelón</i>	Philippe Guivarch 
Grenada	
Guatemala	Gerardo Berganza 
Haiti / Haití	Jean-Lemerque PIERRE 
Honduras	Jose J. Novern 
Jamaica	Nan Williams-Singh 
Mexico / México	Jorge Romero Garcia 
Netherlands / Países Bajos <i>for Bonaire, Saba and Sint Eustatius / por Bonaire, Saba y San Eustatius</i>	



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	Name/Nombre	Signature/Firma
<b>Nicaragua</b>	Carlos Salazar	
<b>Saint Kitts and Nevis / San Kitts y Nevis</b>		
<b>Saint Lucia / Santa Lucía</b>		
<b>Sint Maarten</b>	Louis Halsey	
<b>Saint Vincent and the Grenadines / San Vicente y las Granadinas</b>		
<b>Trinidad and Tobago / Trinidad y Tabago</b>	RAMESH LUTCHMEEDHUR	
<b>United Kingdom / Reino Unido</b> <i>for Anguilla, Bermuda, British Virgin Islands, Cayman Islands, Montserrat and Turks and Caicos Islands / por Anguilla, Bermuda, Islas Caimanes, Islas Turcas y Caicos, Islas Vírgenes Británicas y Montserrat</i>	MARIA BOYLE	
<b>United States / Estados Unidos</b> <i>for Puerto Rico and Virgin Islands / por Islas Vírgenes y Puerto Rico</i>		
<b>Eastern Caribbean Civil Aviation Authority (ECCAA)</b>		



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**APPENDIX E**  
**TERMS OF REFERENCE OF THE**  
**NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN DIRECTORS OF CIVIL AVIATION MEETINGS**  
**(NACC/DCA)**

**1. Terms of Reference**

- a) The Meetings will be of a decisive nature and its approved conclusions will be subject to compliance by each one of the Civil Aviation Authorities of each one of the States. States will have 40 days after receiving the meeting report to notify disagreement on any of the conclusions/decisions. After this period, if no discrepancy is received, it will be considered that the State agree with the report conclusions/decisions.
- b) The Meeting main purpose is to provide the Directors a suitable structure within which all the measures required for cooperation and coordination of civil aviation activities may be discussed and planned.
- c) To fulfill their objective, the NACC/DCA meetings will develop all the necessary actions and in particular will:
  - i. Foster efficiency and continuity of a safety oversight system, both at the State and at the regional level, with timely and cost-effective enhancements to safety under the ICAO Global Aviation Safety Plan (GASP) goals.
  - ii. Promote and support coordination and cooperation among States for the safe and orderly development and the best use of air transport, from and to the NAM and CAR Regions.
  - iii. Perform studies and work on air transport and civil aviation in the NAM and CAR Regions.
  - iv. Promote further information exchange and support on resources among States
  - v. Apply in an effective and continuous manner the application of ICAO standards and recommended practices, the implementation of the Regional Navigation Plans and the Global Air Navigation Plan (GANP) in order to achieve a safer and more ordered development of civil aviation in the NAM and CAR Regions.
  - vi. Foster agreements on personnel training on all the civil aviation fields.
  - vii. Foster collective agreements of technical cooperation in the NAM and CAR Region in the field of civil aviation aimed at obtaining the best use of all available resources.
  - viii. Promote better communication among the Directors of the NAM and CAR Regions and adjacent regions in order to create synergies and joint enhancement work.

## **2. Working Method**

2.1 The Chairperson of the NACC/DCA will be elected by the meeting participants and the tenure will be for the duration of the meeting only. A Vice-chairperson shall be elected for the same period of the meeting. The NACC Regional Office Director, or the person designated by ICAO, will act as Secretary of the meeting.

2.2 NACC/DCA meetings may be ordinary or extraordinary meetings. Ordinary meetings will be held once a year, convened by the Secretariat, preferably in accordance with the agreed rotational scheme.

2.3 The ordinary and extraordinary meetings require for sessions to have a quorum of at least 50% of the Directors.

2.4 With regard to the agreements and conclusions of each meeting, the Secretariat will coordinate with the CAAs their follow-up, for presentation of the results at the next meeting. The draft report of the NACC/DCA meetings shall be available 10 working days after the meeting and shall be approved no later than 45 days after the Meeting.

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

## **3. Membership**

All ICAO States, Territories to which the ICAO NACC Regional Office is accredited to and recognized International Organizations are members of the NACC/DCA. Other States adjacent to the CAR and NAM Regions or industry may be invited to participate in the NACC/DCA meetings as observers.

## **4. Meeting Sites**

4.1 The ICAO NACC Regional Office will convene the NACC/DCA Meeting at least six months before holding it;

4.2 the NACC/DCA will meet in accordance with the following rotational scheme: Central America (CA), North America (NAM), Eastern Caribbean (E/CAR) and Central Caribbean (C/CAR);

4.3 Any member States/Territory/International Organizations may, at any time, offer to host a NACC/DCA meeting.

4.4 The NACC/DCA meeting shall be held within the May/June timeframe preferably.

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**ROTATIONAL SCHEME FOR THE MEETINGS OF THE NORTH AMERICAN, CENTRAL AMERICAN AND  
CARIBBEAN DIRECTORS OF CIVIL AVIATION**

**Previous NACC/DCA Meetings And Upcoming NACC/DCA/7 (2017)**

- First Meeting of Directors of Civil Aviation of the Caribbean Region  
Grand Cayman, Cayman Islands, 8-11 October 2002 (**C/CAR**)
- Second Meeting of North American, Central American and Caribbean Directors of Civil Aviation  
(NACC/DCA/2)  
Hosted by COCESNA, Tegucigalpa, Honduras, 11 – 14 October 2005 (**Central America**)
- Third Meeting of North American, Central American and Caribbean Directors of Civil Aviation  
(NACC/DCA/3)  
Punta Cana, Dominican Republic, 8-12 September 2008 (**C/CAR**)
- Fourth Meeting of North American, Central American and Caribbean Directors of Civil Aviation  
(NACC/DCA/4)  
San Pedro Sula, Honduras, 20 to 24 June 2011 (**Central America**)
- Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting  
(NACC/DCA/5)  
Port-of-Spain, Trinidad and Tobago, 28 to 30 April 2014 (**E/CAR**)
- Sixth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation  
(NACC/DCA/06)  
Nassau, Bahamas, 10-12 May 2016
- Seventh Meeting of the North American, Central American and Caribbean Directors of Civil  
Aviation (NACC/DCA/07)  
United States, 2017 (**NAM**)

**Next Proposed Annual NACC/DCA Meetings**

- Eighth North American, Central American and Caribbean Directors of Civil Aviation Meeting  
(NACC/DCA/8) – Eastern Caribbean State/Territory (2018)
- Ninth Meeting of the North American, Central American and Caribbean Directors of Civil  
Aviation (NACC/DCA/09): C/CAR State/Territory (2019)
- Tenth Meeting of the North American, Central American and Caribbean Directors of Civil  
Aviation (NACC/DCA/10) Central American State (2020)

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