



ICAO

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

# **Ninth Meeting of the North American, Central American and Caribbean Directors of Civil Aviation**

**(NACC/DCA/09)**

**Final Report**

Port-of-Spain, Trinidad and Tobago, 25 to 27 June 2019

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## HISTORICAL

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

The Ninth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/09) was held at the Hyatt Regency Hotel, Port of Spain, Trinidad and Tobago, from 25 to 27 June 2019.

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

Mr. Francis Regis Director General of the Trinidad and Tobago Civil Aviation welcomed the participants and emphasized the importance of this meeting for the effective compliance with ICAO Standards and Recommended Practices (SARPs). Capt. Thomas E. Lawrence, Chairman of the Trinidad and Tobago Civil Aviation Authority provided opening remarks, providing a historical overview of the NACC No Country Left Behind (NCLB) Strategy and its goals. Dr. Fang Liu, Secretary General of the International Civil Aviation Organization (ICAO) provided opening remarks on the importance of Aviation in States' socioeconomic development, thanked the States' Directors for their commitment to the ICAO NACC Systemic Assistance Programme (SAP), informed the Meeting of the different relevant ICAO 2019 events, and finally thanked Trinidad and Tobago for hosting the meeting. The Honourable Rohan Sinanan, Minister of Works and Transport, Trinidad and Tobago, welcomed the participants to the country and officially opened the meeting.

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

Mr. Francis Regis, Director General of Civil Aviation, Civil Aviation Authority of Trinidad and Tobago chaired the meeting plenary. Mr. Melvin Cintron, Regional Director of the ICAO NACC Regional Office served as Secretary of the Meeting, assisted by Julio Siu, Deputy Regional Director, Mrs. Mayda Avila, Regional Officer, Communications, Navigation and Surveillance and Mr. Fernando Camargo, Regional Officer, Technical Assistance, all from the ICAO NACC Regional Office.

The following personnel from the ICAO Headquarters also participated in the Meeting:

- Mr. Meshesha Belayneh, Deputy Director, Technical Cooperation Bureau
- Mr. Ignacio Iglesia, Head, Project Implementation Unit in FOS
- Mr. Mustapha Chaouki, Assistant to Director, Air Transport Bureau

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

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

**ii.5 Schedule and Working Arrangements**

It was agreed that the working hours for the sessions of the meeting would be from 08:30 to 16:30 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 from the NACC/DCA and Regional Implementation Groups Meetings**

**Agenda Item 3: Accountability Report of the ICAO NACC No Country Left Behind (NCLB)/Systemic Assistance Programme (SAP)**

**Agenda Item 4: Global Aviation Needs and Challenges**

**Agenda Item 5: 40<sup>th</sup> Session of the ICAO Assembly**

**Agenda Item 6: NAM/CAR Regional Safety/Air Navigation Implementation**

**Agenda Item 7: NAM/CAR Regional Aviation Security/Facilitation Implementation**

**Agenda Item 8: Environmental Protection Matters**

**Agenda Item 9: Air Transport Matters**

**Agenda Item 10: Other Business**

**ii.7 Attendance**

The Meeting was attended by 19 States/Territories from the NAM/CAR Regions, 1 State of the MID Region and 11 International Organizations/industry, totalling 94 delegates as indicated in the list of participants.

**ii.8 Conclusions and Decisions**

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

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

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

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

**ii.8.1 List of Conclusions**

<b>Number</b>	<b>Title</b>	<b>Page</b>
9/01	<b>SUPPORT FOR STATES FOR IMPLEMENTATION OF AN OPERATIONAL AND REGULATORY FRAMEWORK FOR UNMANNED AIRCRAFT SYSTEM(S) (UAS) AND REMOTE PILOTED AIRCRAFT SYSTEM (RPAS) OPERATIONS</b>	2-1
9/03	<b>IMPROVEMENT OF THE SAFETY OVERSIGHT SYSTEM (SOS) ASSISTANCE TO THE NACC STATES</b>	3-3
9/04	<b>IADB PROJECT PROPOSAL IMPLEMENTATION</b>	3-5
9/05	<b>TECHNICAL ASSISTANCE FOR INFRASTRUCTURE ENHANCEMENT, SYSTEM UPGRADE AND ICAO AVIATION SYSTEM BLOCK UPGRADES (ASBU) IMPLEMENTATION</b>	3-6
9/07	<b>STATE AND REGIONAL TRAINING NEEDS</b>	3-8
9/08	<b>FOLLOW-UP TO NACC/DCA MEETING RELEVANT TOPICS</b>	3-9
9/09	<b>IMPLEMENTATION OF ICAO GLOBAL PLANS</b>	4-2
9/10	<b>LEGAL PROTECTION OF SAFETY DATA</b>	6-3
9/11	<b>SUPPORT TO SSP IMPLEMENTATION</b>	6-4
9/12	<b>GREPECAS IMPROVEMENTS</b>	6-5
9/13	<b>STATES' ACCIDENT INVESTIGATION FOCAL POINT</b>	6-6
9/14	<b>IMPLEMENTATION OF AIG IMPROVEMENTS</b>	6-7
9/15	<b>ENHANCING CONTINGENCY EFFORTS AND ACTIVITIES</b>	6-8
9/18	<b>E/CAR/CATG/WG AND E/CAR/NTG PERFORMANCE REVIEW</b>	6-11
9/19	<b>AVSEC ASSISTANCE PLAN UNDER ICAO NACC SAP</b>	7-2
9/20	<b>USAP AUDIT REVIEW AND IMPROVEMENTS</b>	7-3
9/21	<b>STATE COST IMPLICATIONS ASSESSMENT FOR AMENDMENT 17 TO ANNEX 17</b>	7-5

9/22	<b>COORDINATED STATE AVSEC ASSISTANCE BY TSA/ ICAO NACC OFFICE</b>	7-5
9/23	<b>IMPLEMENTATION OF THE ICAO TRAVELLER IDENTIFICATION PROGRAMME (TRIP) STRATEGY AND THE ICAO PUBLIC KEY DIRECTORY (PKD)</b>	7-6

**ii.8.2 List of Decisions**

<b>Number</b>	<b>Title</b>	<b>Page</b>
9/02	<b>APPROVAL OF ANI/WG/5 CONCLUSIONS</b>	2-2
9/06	<b>APPROVAL OF THE NAM/CAR/CATC/WG/5 REPORT</b>	3-7
9/16	<b>EXTENSION OF THE MEVA CONTRACT FOR TWO MORE YEARS</b>	6-9
9/17	<b>APPROVAL OF THE ANI/WG NEW STRUCTURE</b>	6-10

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

*Refer to the Meeting web page:*

<https://www.icao.int/NACC/Pages/meetings-2019-naccdca9.aspx>

**WORKING PAPERS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
WP/01 Rev	1	Agenda and Schedule	24/06/19	Secretariat
WP/02	2	Follow-Up on Valid Conclusions and Decisions of NACC/DCA Meetings	16/04/19	Secretariat
WP/03	2	Follow-up on Valid Conclusions of the Fifth Meeting of the NAM/CAR Air Navigation Implementation Working Group (ANI/WG/05)	13/06/19	Secretariat
WP/04	10	Next NACC/DCA Meeting	29/04/19	Secretariat
WP/05	10	States Outstanding Contributions to ICAO	07/06/19	Secretariat
WP/06	7.2	Conclusions and Decisions Adopted at the Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/9)	14/05/19	Secretariat
WP/07	8	ICAO Recent Developments on Environment – Climate Change	21/05/19	Secretariat
WP/08	7.2	Report of Aviation Security Assistance and Capacity Building Activities	21/05/19	Secretariat
WP/09	9	ICAO'S Work for Economic Development of Air Transport	17/05/19	Secretariat
WP/10	8	ICAO Recent Developments on Environment – Other than Climate Change	17/05/19	Secretariat
WP/11	7.2	Developments in the Facilitation Programmes	21/05/19	Secretariat

**WORKING PAPERS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
WP/12	5	Papers from Central America	31/05/19	Nicaragua
WP/13	5	Areas of Interest for the United States at the 40 <sup>th</sup> Session of the International Civil Aviation Organization (ICAO) Assembly	04/06/19	United States
WP/14	6.2	The International Standard for Business Aircraft Operations	11/06/19	Bermuda and IBAC
WP/15	6.1	Implementation of Change Management for Air Navigation Services Project Development	14/06/19	Dominican Republic
WP/16	10	Training process integration. A new strategy for the training improvement efficiency	14/06/19	Dominican Republic
WP/17	6.3	Performance Based Navigation (PBN) Management Training	17/06/19	Dominican Republic
WP/18	7.2	Implementation of the Global Aviation Security Plan (GASeP)	18/06/19	United States
WP/19	3.7	Report of the Fifth Meeting of Civil Aviation Instruction Centres NAM/CAR Work Group (NAM/CAR/CATC/WG/5)	19/06/19	Rapporteur of NAM/CAR/CATC/WG
WP/20	5	Papers from Canada	20/06/19	Canada
WP/21	3.6	Overview of USTDA	20/06/19	USTDA
WP/22	5	Papers for A40	21/06/19	Nicaragua

**INFORMATION PAPERS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
IP/01	1	List of Working, Information Papers and Presentations	21/06/19	Secretariat
IP/02	2	Valid Conclusions and Decisions from Regional Implementation Groups Meetings	17/04/19	Secretariat
IP/03	10	Draft 2020 ICAO NACC Regional Office Calendar of Events	21/06/19	Secretariat
IP/04	7.1	Recent Developments in Aviation Security	21/05/19	Secretariat
IP/05	6.3	Automatic Dependent Surveillance – Broadcast Out: Ensuring Preparedness for the 2020 Equipage Mandate	17/06/19	United States
IP/06	6.3	Overview of the FAA's Operational Evaluation of Space-Based ADS-B In the Caribbean	17/06/19	United States

**INFORMATION PAPERS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Date</b>	<b>Prepared and Presented by</b>
IP/07	6.3	Air Navigation Services Safety Oversight Workshop	17/06/19	United States
IP/08	10	Specialized Human Resources Capacity Building for Aviation Sector	17/06/19	Dominican Republic
IP/09	10	Regional Collaboration and Contribution Referred to the Aviation Instruction	17/06/19	Dominican Republic
IP/10	7.2	Cybersecurity in French General Direction of Civil Aviation (DGAC)	18/06/19	France
IP/11	8	CORSIA Implementation in France and its territories	18/06/19	France
IP/12	10	Initiatives Implemented in the Dominican Republic Related to Gender Equality in Aviation	19/06/19	Dominican Republic
IP/13	4	6 <sup>th</sup> Edition of Global Air Navigation Plan (GANP)	23/06/19	Secretariat
IP/14	3.2	Project Proposal: improvement of the safety oversight system (SOS) assistance to the NACC States	24/06/19	Secretariat
IP15	5	Proposed U.S. Working And Information Papers For The 40th ICAO Assembly	25/06/19	United States
IP/16	10	CENTRAL AMERICAN CORPORATION FOR AIR NAVIGATION SERVICES (COCESNA) 60 Years Of Service To International Air Transport	25/06/19	COCESNA

**PRESENTATIONS**

<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Presented by</b>
1 Rev	3	ICAO NACC Regional Office Annual Accountability and Performance Report	Secretariat
2	7.1	Enhancing State Security Oversight System	Secretariat
3	6.2	Safety Initiatives for Enhancing Operational Safety Data: Safety Information Monitoring System (SIMS)/RST Effectiveness	Secretariat
4	5	40th Session of the ICAO Assembly Working Session for States	Secretariat
5	6.2	Accident and incident investigation in the CAR Region	Secretariat
6	6.3	Performance Review of Regional Implementations Groups	Secretariat
7 Rev.	6.2	Progress on NAM/CAR Regional State Safety Programme (SSP) Implementation Strategy for 2018-2023	Secretariat

<b>PRESENTATIONS</b>			
<b>Number</b>	<b>Agenda Item</b>	<b>Title</b>	<b>Presented by</b>
8	6.3	ARMS – Anti RPAS Multisensor Systems	INDRA
9 Rev.	4	Technical Cooperation Bureau	Secretariat
10	4	Global Aviation Safety Plan GASP 2020 – 2022	Secretariat
11	6.2	RASG-PA Improvements and Safety Enhancements Coordination between GREPECAS and RASG-PA	Secretariat
12	9	Dominican Republic Case Study	Secretariat
13	6.2	Agencia Nicaragüense de Investigación de Accidentes (ANIA)	Nicaragua
14	10	737 Max Update	United States
15	3.6	Developing a more Efficient, affordable and Safe Aviation Sector	IADB
16	3.8	Sustainable Socio-Economic Benefit of Aviation to States and their Citizens	Secretariat
17	6.2	Collaborative Safety Team- Safety Matters	IATA
18	6.2	Contingency Coordination Team	IATA

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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 2, with the list of associated documentation. The Meeting approved the agenda and schedule with minor changes.

**Agenda Item 2: Follow-up on Valid Conclusions and Decisions from the NACC/DCA and Regional Implementation Groups Meetings**

2.1 Under WP/02, the Meeting reviewed the list of valid Conclusions and Decisions of previous NACC/DCA meetings (Conclusion 7/3, and all the ones pertaining to the NACC/DCA/8 meeting). From this review the Meeting concluded that all valid NACC/DCA/8 conclusions were considered completed, excepting Conclusion 8/10 pending follow-up with IATA. The following conclusions were superseded:

- Conclusion 7/3, which was superseded by Conclusion NACC/DCA/09/05, and
- Conclusion 8/1, which was superseded by the following:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/01</b>	<b>SUPPORT FOR STATES FOR IMPLEMENTATION OF AN OPERATIONAL AND REGULATORY FRAMEWORK FOR UNMANNED AIRCRAFT SYSTEM(S) (UAS) AND REMOTE PILOTED AIRCRAFT SYSTEM (RPAS) OPERATIONS</b>
<b>What:</b> That, considering the kind assistance from United States to lead the activities on UAS/RPAS in the CAR Region for the appropriate operation of UAS and RPAS within the CAR airspace and corresponding airport operations:  a) United States designate by <b>30 August 2019</b> a Subject Matter Expert (SME) that will be working with ICAO NACC Regional Office on the assistance on UAS/RPAS operations in the CAR Region; and  b) considering the recommendations of the upcoming UAS/RPAS workshop in the NACC Regional Office, the States with the support of FAA SME, present their progress in the implementation of the recommendations of the workshop and other actions conducted to ensure UAS/RPAS operations in the CAR Region by the NACC/DCA/10 meeting.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> ensure safe UAS/RPAS operations in the CAR Airspace and corresponding airport operations	
<b>When:</b> NACC/DCA/10 Meeting	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	United States

2.2. Under WP/03 on the regional implementation groups meetings, the Meeting was briefed on results and Draft Conclusions of the Fifth Meeting of the NAM/CAR Air Navigation Implementation Working Group (ANI/WG/05).

2.3 The Secretariat provided a short review about each conclusion:

1. States should support MET implementations mechanism and safety operation through sharing MET information
2. in order to support PBN implementation, States will work on the different activities under task force PBN activities
3. a new task force was recently created to support Search and Rescue (SAR) activities to improve national and regional SAR implementation
4. about ADS-B implementation, the meeting was invited to work in the actions proposed to ensure it by 1 January 2020
5. the Meeting was invited to support ATM contingency plan at national and regional level
6. the MCAAO States Members were invited to take advantage about MCAAP activities to provide information about their need in training and air navigation implementation support by 2020
7. The Meeting was informed about the end of the AMHS Task Force's activities, the new activities to coordinate and the development of XML test through AMHS platform

2.4 The Meeting was invited to approve and support all the conclusions and to support the different Task Forces' activities and the following Decision was adopted:

<b>DECISION</b>	
<b>NACC/DCA/09/02      APPROVAL OF ANI/WG/5 CONCLUSIONS</b>	
<p><b>What:</b></p> <p>That, to ensure the continuous performance and continuation of the implementation activities carried out by the NAM/CAR Air Navigation Implementation Working Group (ANI/WG), the Meeting NACC/DCA approve all the ANI/WG/05 meeting conclusions.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b> to ensure the continuous performance and continuation of the implementation activities carried out by the ANI/WG</p>	
<p><b>When:</b>    NACC/DCA/9 Meeting</p>	<p><b>Status:</b>   <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b>      <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>The NACC/DCA/09 Meeting</p>

2.5 Under IP/02, the Meeting took note the valid conclusions and decisions of other Regional Implementation Groups Meetings, RASG-PA and GREPECAS, noting that all of them were approved by the Directors and are being implemented. Under IP/02, lists of valid Conclusions and Decisions of regional implementation groups were presented for information in Appendices A (GREPECAS) and B (RASG-PA) respectively.

2.6           The Meeting was encouraged to participate at the regional groups considering the improvements foreseen in their mechanism and their conclusions/decisions and note the impact/relevance of each conclusion and decision for State/region's benefits.

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**Agenda Item 3: Accountability Report of the ICAO NACC No Country Left Behind (NCLB)/Systemic Assistance Programme (SAP)**

**ICAO NACC Systemic Assistance Programme (SAP)**

***Annual Performance and Accountability Report from NACC Regional Office***

3.1 Under P/01, the Secretariat presented the Annual Accountability and performance Report of the ICAO NACC Regional Office to States, and informed on the progress achieved to date by the ICAO NACC Regional Office No Country Left Behind (NCLB) Strategy/ Systemic Assistance Programme (SAP) in its 2018-2019 timeframe of implementation, highlighting the following points:

- a) The status of implementation of the 5 phases of the SAP
- b) The Assistance provided to NACC States under the SAP, for USOAP/SAP/ AIG and overall the SAP teleconferences and High Level teleconferences
- c) Haiti assistance provided up-to- now
- d) Performance in USOAP- Number of States with an EI $\geq$  80% has doubled; however the challenge continues for 8 of our NACC States to increase their low EI.
- e) Performance in Aerodromes and Ground Aids (AGA):
  - Initiate 20 international aerodromes certifications a year (as of June this year - 18 initiated).
  - 10 completed per year: In 3 years since implementation of the Systemic Assistance Program, the Region has certified 31 airports
- f) Performance in USAP: 72.83% of NACC States are below 80%. ICAO NACC Office immediate actions:
- g) Performance Specific Safety Matters
  - ECCAA States to improve USOAP EI
  - Non resolved SSC and SSeC
  - AIG development and implementation: ongoing RAIO concept and improvements
- h) Performance in ATM (PBN, ATFM and SAR): Implementation: ongoing activities
- i) Performance in Annual Resolution of Air Navigation Deficiencies: Achieved
- j) Performance- Others:
  - Stronger focus to Territories: achieved
  - Contingency and Emergency Situations Planning and Response: Pending activities and implementation of NACC Contingency and Emergency Response Command Centre
- k) Performance PIRG (GREPECAS) & RASG-PA: achieved
- l) Explanation of New triennium NACC Overall Regional Planning/ NACC Regional Triennial Plan

- m) Proposals made for Sustainability phase:
  - PROPOSE States with more than 6 years from their last Audit to receive a full Audit
  - PROPOSE “Safety Oversight Go Team” (See IP 14)
  - PROPOSE two additional “Champion States”
- n) NACC Triennial Plan - Metrics / Deliverables
  - By end of 2021 no more than 2 States with E.I. below 80% in USOAP/USAP
  - 100% implemented SAP (USOAP, USAP, ANS, AGA, etc.)
  - Expand sample of Case Study to show direct impact of aviation on UN SDGs
  - Promote Case Study in other Regions (i.e. Cabo Verde)

3.2 Under the NCLB/SAP, Dominica, the newest ICAO Signatory State committed to work with the ICAO NACC Office and the region, signing the NCLB DoI having the ICAO Secretary General and NACC RD



3.3 Similarly on the efforts conducted in the NCLB/SAP, Haiti signed the extension of Project HAI17801 - *Project for the Mitigation of Significant Safety Concern (SSC-OPS/1) in Haiti under the ICAO North America, Central America and Caribbean (NACC) Regional Office No Country Left Behind (NCLB) Strategy and the Multiregional Civil Aviation Assistance Programme (MCAAP)*, reiterating their commitment to work on resolving/ mitigating their SSC and other safety Oversight capabilities



3.4 Under IP/14, the Project Proposal for the implementation of go teams to enhance State Safety Oversight System was proposed. The Meeting supported this Safety Oversight Go-Team initiative and adopted the following conclusion:

<b>CONCLUSION</b> <b>NACC/DCA/09/03                      IMPROVEMENT OF THE SAFETY OVERSIGHT SYSTEM (SOS) ASSISTANCE TO THE NACC STATES</b>	
<p><b>What:</b></p> <p>That, in order to support the establishment of comprehensive State Oversight Systems that ensure global confidence and validation regardless of entity or methodology of reviewing the system and to develop a cross reference mechanism of the different USOAP, IASA and EASA Audits, United States, COCESNA, and ICAO</p>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political / Global</li> <li><input checked="" type="checkbox"/> Inter-regional</li> <li><input type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Operational/Technical</li> </ul>

<p>a) review and implement the Project proposal for Safety Oversight Go-Teams proposed under IP/14 ; and</p> <p>b) report the progress and implementation by the NACCDCA/10 Meeting.</p>	
<p><b>Why:</b> to increase the safety oversight level within the States and establish a permanent and robust monitoring system as part of the SAP (specifically Sustainability Phase of the SAP).</p>	
<p><b>When:</b> NACC/DCA/10</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	<p>United States, COCESNA</p>

***ICAO outreach for government and non-government third parties funding to support State's/region's aviation development***

3.5 Under P/15, IADB presented their concept for developing a more efficient, affordable and safe aviation sector in Latin America and the Caribbean, highlighting the funding amount invested in the aviation sector, showing the current Development Project in the Region, explaining IDB Strategy for the aviation Sector:



3.6 IADB informed of their priorities for the following:

- Supporting ICAO in the technical assistance for the implementation of international standards in LAC countries.
- Supporting mitigation actions for CO2 emissions derived from the aviation sector.
- Supporting the update of regional and national airports through loans.
- Supporting institutional and policy changes in LAC countries.

3.7 IADB explained their initiatives for the region, particularly with the Regional Public Goods (RPGs) opportunity, as such the following conclusion

<b>CONCLUSION</b>	
<b>NACC/DCA/09/04</b>	<b>IADB PROJECT PROPOSAL IMPLEMENTATION</b>
<p><b>What:</b></p> <p>That, considering the funding opportunities that IADB has available for States for the implementation of ICAO SARPs, institutional changes and mitigation actions for CO<sub>2</sub> emissions,</p> <p>a) CASSOS Members, in coordination with the ICAO NACC Regional Office, continue the application of IADB Regional Public Goods opportunities for the Enhancement Project of CASSOS;</p> <p>b) States interested in applying to the available IADB Funding opportunities for the implementation of ICAO SARPs, institutional changes and mitigation actions for CO<sub>2</sub> emissions, shall contact IADB in coordination with ICAO by <b>30 August 2019</b>; and</p> <p>c) States coordinate other potential Projects with ICAO to obtain IADB funding by <b>30 December 2019</b>.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b> To support and coordinate funding opportunities that IADB has available for States for the implementation of ICAO SARPs, institutional changes and mitigation actions for CO<sub>2</sub> emissions.</p>	
<p><b>When:</b> 30 December 2019</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

3.8 Under WP/21, the United States Trade and development agency (USTDA) informed of their support for the Caribbean region under the initiative of ICAO “No Country Left Behind”. USTDA can provide assistance through investment analysis, technical assistance, conferences and workshops. USTDA also explain in what conditions, where and how they could support project in the CAR regions, there are many options as evaluation, mission and recommend technological solutions.

3.9 The United States, through the United States Trade and Development Agency (USTDA) proposed a Project on technical assistance for infrastructure enhancement, system upgrade and ICAO Aviation System Block Upgrades (ASBU) implementation, where USTDA will provide grant financing for the study and publish the RFP for selection of the study Contractor as required by US federal procurement practices. USTDA will serve as point of contact between the Contractor and the Grantee. ICAO NACC will serve as a strategic partner that will oversee the activities and will also serve as point of contact between States and the Contractor. ICAO NACC will provide an advisory role for successful completion of the Project tasks. United States FAA will also be part of the coordination to this Proposal.

3-6 Corrigendum

3.10 The Meeting welcomed the Project proposal and thanked USTDA for this opportunity. ICAO invited States to join the Project and coordinate any initiative with the FAA and USTDA. As such the following conclusion was adopted:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/05</b>	<b>TECHNICAL ASSISTANCE FOR INFRASTRUCTURE ENHANCEMENT, SYSTEM UPGRADE AND ICAO AVIATION SYSTEM BLOCK UPGRADES (ASBU) IMPLEMENTATION</b>
<p><b>What:</b></p> <p>That, in order to assist the CAR States in their effective compliance to ICAO SARPs and their timeliness to response to contingencies (hurricanes, volcano eruptions, etc.) and other urgent response needed,</p> <p>a) States interested to participate with the USTDA Proposal to inform ICAO by <b>30 September 2019</b> (Note: USTDA eligible CAR States are Dominica, Dominican Republic, Haiti, Jamaica, Saint Lucia and Saint Vincent and the Grenadines;</p> <p>b) ICAO coordinate with United States and the interested States by <b>30 September 2019</b> an initial review of the Project Proposal to USTDA presented in WP/21;</p> <p>c) United States, interested States and ICAO work in coordination with USTDA on the implementation of the Project Proposal; and</p> <p>d) ICAO report the progress of this Project Execution to the NACC/DCA/10 Meeting.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<b>Why:</b> Assist the CAR States in their effective compliance to ICAO SARPs and their timeliness to response to contingencies (hurricanes, volcano eruptions, etc.) and other urgent response needed	
<b>When:</b> NACC/DCA/10 Meeting	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

***NAM/CAR Regional Training Centres outcomes***

3.11 Under the WP/19, the Meeting was informed by the NAM/CAR Civil Aviation Training Centres Working Group (NAM/CAR/CATC/ WG) of their progress and achievements of their fifth Meeting, taking note of the NAM/CAR/CATC/WG5 conclusions and decisions.

3.12 After the discussions held during the NAM/CAR/CATC/WG5, the Group agreed that:

- the work program needed be to update;
- the NAM/CAR/CATC/WG should focus on addressing the instructional needs on a NAM/CAR regional basis, rather than individual States;
- Training Centres should form a network to promote the objectives of the NAM/CAR/CATC/WG;
- the efforts should initially be focused on strengthening the NAM/CAR/CATC/WG to work efficiently and effectively, being the idea of creating a Training Centres Association postponed;
- there is a need to improve the mechanisms for planning and coordinating activities in the working group, using a realistic approach and focusing on the regional priorities;
- joint management of projects and funds to formulate training components to meet unmet needs, as well as new trainings on a regional basis should be fostered.

3.13 It was reminded that one of the objectives of this working group is to promote the coordinated consolidation of the training centres in the region, avoiding competition, taking into considerations, when planning the development and provision of training, the forecast of aviation growth.

3.14 The CATC/Rapporteur informed that the growth will be considered; however the access to that information has not been easy, what led the group to conclude that States should nominate a focal point to deal with training related matters, as it is in the NAM/CAR/CATC/WG5 report.

3.15 Nicaragua emphasized the role of the training centres in complementing the availability of training in the region. Dominican Republic reinforced the need to count on the support from the Secretariat to facilitate the access to relevant information to allow accurate planning. In addition, it was stressed the need to have an effective participation of the focal points, in order to gather valid information, as well as the importance of States adhering to the Declaration of Intent (DoI). Finally, Dominican Republic commented on the importance of the maintenance of a link with the Global Aviation Training (GAT), to be aware of the priorities in terms of training.

3.16 As a result of the discussion, the Meeting agreed on the following decision and conclusion:

<b>DECISION</b>	
<b>NACC/DCA/09/06</b>	<b>APPROVAL OF THE NAM/CAR/CATC/WG/5 REPORT</b>
<b>What:</b> The NACC/DCA approves the Fifth NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/5) Conclusions and Decisions.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental

		<input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> To allow for the continuity of initiatives focused on the coordinated development and provision of training within the NAM/CAR Regions.		
<b>When:</b> Immediate	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input checked="" type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	C	

<b>CONCLUSION</b>		
<b>NACC/DCA/09/07 STATE AND REGIONAL TRAINING NEEDS</b>		
<b>What:</b> That, in order to expedite the recollection and processing of the training needs by the NAM/CAR/CATC/WG,}  a) States designate a PoC for the recollection of national training needs; and  b) the NAM/CAR/CATC/WG, supported by ICAO, conduct the regional collection of training needs taking in consideration the existing ICAO GAT Training website/tool.	<b>Expected impact:</b>  <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> To allow for the effective planning and provision of training within the NAM/CAR Regions.		
<b>When:</b> According to the decisions approved with the NAM/CAR/CATC/WG meeting final report.	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:	NAM/CAR/CATC/WG	

3.17 Under the training Agenda Item, the Secretary General presented the plaque and delivery of certificate which credits the *Instituto Centroamericano de Capacitación Aeronáutica* (ICCAE) as an ICAO Regional Training Centre of Excellence (RTCE). The ceremony was attended by Mr. Trabanino, Executive President of COCESNA; Mr. Martínez, Director of the ICCAE and witnessed by the representatives of Belize, Costa Rica, El Salvador and Nicaragua. The photos of the event are published on the ICAO NACC Regional Office Facebook page.

***Economic and social impact of aviation in the NAM/CAR Regions***

3.18 Under P/16, the Secretariat reiterated the Sustainable Socio-Economic Benefits of Aviation to States and their Citizens to the Meeting, highlighting the particular impact of aviation to the CAR Region, and the results of the Case Study being conducted to Dominican Republic (por ex: The Study shows that the political decision to make aviation a National Priority led to the State getting approximately \$800 Million dollars more a year).

3.19 The Secretariat recalled the mandate for performance and result oriented approach that the NCLB/SAP provides and the Meeting adopted the following conclusion:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/08</b>	<b>FOLLOW-UP TO NACC/DCA MEETING RELEVANT TOPICS</b>
<p><b>What:</b></p> <p>That, to further focus and ensure the relevance of the actions and conclusions adopted by the NACC/DCA Meetings, ICAO submit a follow-up letter to States by <b>15 August 2019</b>, outlining the most critical items and expecting States valuable responses.</p>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Political / Global  <input type="checkbox"/> Inter-regional  <input checked="" type="checkbox"/> Economic  <input checked="" type="checkbox"/> Environmental  <input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b> To ensure the focus and the relevance of the actions and conclusions adopted by the NACC/DCA Meetings.</p>	
<p><b>When:</b> 15 August 2019</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

**Agenda Item 4: Global Aviation Needs and Challenges**

4.1 Under P/09, the Meeting took note of the support initiatives that are being conducted, or that are made available by the ICAO Technical Cooperation Bureau (TCB) to member States; emphasizing TCB's mission to support States in implementing international civil aviation Standards and Recommended Practices (SARPs) and policies, providing technical expertise covering the full spectrum of civil aviation, offering maximum flexibility and best value for money.

4.2 The TCB services portfolio encompasses: project management, experts, procurement, and training.

4.3 ICAO commented that Regional Offices are engaged in the TCB projects and encouraged States to take advantage of the services made available by that Bureau and that the NACC Regional Office now supports TCB on the Quality Assurance of the Projects for the benefit of State Members and the result oriented required approach.

4.4 Under P/10, the Meeting was updated with the new version of the GASP for the timeframe of 2020-2022; highlighting the High Risk categories, the GASP goals, the Safety Performance indicators to be considered and how States are to work closer with ICAO and the regional groups (RASG-PA).

4.5 Similarly under IP/13 the Secretariat provided an overview of the structure and mechanism of the 6th edition of the GANP, highlighting the Basic building Block (BBB) concept, the interactive web portal of the GANP and the goals entitled under this new GANP.

4.6 Finally the Meeting was reminded that the new GANP and GASP shall be approved in the upcoming 40th session of the ICAO Assembly. The Meeting recognized the importance of these new global plans and the need for the region and the States to align the national and regional plan and prepare the necessary budgets to support its implementation. As such the following Decision was adopted:

CONCLUSION		IMPLEMENTATION OF ICAO GLOBAL PLANS	
NACC/DCA/09/09			
<b>What:</b>  That, in order to support the alignment of the States and Regional Plans with the new global Plans (GASP and GANP), ensuring the annual budget and resources needed for this implementation, ICAO inform States, once the Global new plans are approved, the list of items critical to be considered from the Plans for States to plan the necessary budgets and National Plan's adjustments.		<b>Expected impact:</b> <input checked="" type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input checked="" type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical	
<b>Why:</b> to support the alignment of the States and Regional Plans with the new global Plans (GASP and GANP), ensuring the annual budget and resources needed for this implementation			
<b>When:</b> Once New Global Plans are approved		<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed	
<b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:		ICAO NACC Regional Office	

**Agenda Item 5: 40<sup>th</sup> Session of the ICAO Assembly**

5.1 Following Conclusion NACC/DCA/8/11, a work session in this Agenda Item was conducted for the State to exchange ideas, support and discussion on the preparation of papers for the 40th session of the Assembly. This session sought to support States, in a coordinated manner, on their inputs for the 40th Session of the ICAO Assembly. As such under P/04, the Secretariat provided an introduction of Assembly session, including the administrative guidance for registration, the target dates for documentation submission, the documentation instruction for paper development and the coordination actions made and agreed with LACAC.

5.2 Under this work session, Canada (WP/20), United States (WP/13), Central American States (WP/12 and WP/22) provided an overview of their priorities for the 40th ICAO Assembly on matters related to aviation safety, security, air navigation, emerging technologies, environment, and financial and management reforms at ICAO. To supplement WP/13, United States also provided IP/15 containing abstracts of eight of their proposed papers for the Assembly and invited NACC Member States to consider supporting their papers and collaborating on common interests at this event. In this regard, Nicaragua, in the name of COCESNA's member countries, also requested the participant States their support to the working papers that will be presented by the Central American States. States welcomed the discussion and the fact that they are informed and aware of the proposals of these NACC States, and they will follow up with said States to support their papers.

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**Agenda Item 6: NAM/CAR Regional Safety/Air Navigation Implementation**

**6.1 General**

6.1.1 Under WP/15, Dominican Republic recommended to introduce training on change management as part of the implementation processes of the ICAO global plans and of the technical projects that require to be managed taking into account the reduction to the minimum of all the possible risk concerning safety. Training on change management ensures decision-making in collaboration and prudential phases of familiarization and transition. Moreover, it would allow a greater efficiency in the Aviation technical projects development and implementation processes.

6.1.2 Change management is the application of a pro-active framework that bears in mind the needs of the persons participating in a process of implementation or modification of their activities by applying strategies that ensure that all the viewpoints are listened to and rated, and that a joint decision-making be done so that all the persons affected by the new process may actively participate during the implementation process.

6.1.3 The Meeting also recalled Conclusion NACC/DCA/7/1 IMPLEMENTATION OF CHANGE MANAGEMENT PROCESSES INTO THE NACC NCLB STRATEGY, through with the support from France the NACC NCLB Strategy with its current ISO certification 9001:2015 process has adopted this Change management (continuous improvement of the processes and the quality control of the NACC Regional Office Systemic Assistance Programme).

6.1.4 In this regard, and considering the request by Dominican Republic so that States may implement training related with change management and establish it as an essential part of their projects planning and implementation, the Meeting agreed with the proposal by Dominican Republic and suggested that this proposal be turned to the training Centre Working Groups for its specific application.

**6.2 Safety Implementation Matters**

**Use of Safety Operation Data and SIMS Implementation**

6.2.1 Under the P/03, the Meeting took note of some safety initiatives and tools from ICAO for enhancing operational safety data, in special, the Safety Information Monitoring System (SIMS), as well as the effectiveness of the Runway Safety Teams (RST).

6.2.2 It was explained that the SIMS basically consists on a web platform to facilitate the processing and analysis of safety data, using applications to generate indicators in support for safety management, and it can be used by all entities that, as per Annex 19 amendment 1, needs to implement SSP or SMS in their State. The SIMS may be accessed through: <https://www.icao.int/safety/sims>.

6.2.3 The presentation also showed that, as a result of analysis conducted by Runway Safety Teams, runway excursions were identified as the highest risk category with a total risk weight significantly higher than all other categories.

6.2.4 The Secretariat urged States to participate in the RASG-PA, to make use of the SIMS, and to conduct assessments on RST effectiveness, or implement RST if not yet implemented.

6.2.5 Under P/17, IATA presented:

- the status of implementation of the Collaborative Safety Team (CST) in the Pan-American Region. The CST implemented under the framework of RASG-PA had been an efficient way for promoting the exchange of safety data among the different stakeholders.
- The Eighteenth Scrutiny Group Meeting (GTE/18) - Hotspots for specific risk in the Reduced Vertical Separation Minimum (RVSM) operations
- The different IATA data sources available for the data analysis: Accident Data Base, FDX, etc.
- Unstable Approaches/Traffic Collision and Avoidance System-Resolution Advisory (TCAS-RA) between 2016-2018 per aircraft categories



6.2.6 United States manifested their support for the implementation of CST in the region for enhancing the safety available data for decision makings. From this IATA presentation, the Meeting raised the need to ensure the legal protection of safety data and its respective use for safety data analysis in benefit of the States for implementing improvements. The Meeting also recalled that the RASG-PA developed certain guidelines for this purpose. As such IATA, ICAO NACC Office and United States agreed on the following conclusion:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/10</b>	<b>LEGAL PROTECTION OF SAFETY DATA</b>
<p><b>What:</b></p> <p>That, considering the importance of safety data analysis for decision making , the existence of guidelines by the RASG-PA on legal protection of Safety information; United States, IATA, and ICAO :</p> <p>a) analyse the current situation for assuring the legal protection of safety data,</p> <p>b) recommend actions for ensuring this legal protection and the use of the safety data, and</p> <p>c) report these outcomes for the NACC/DCA/10 Meeting</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b> To be able to access the necessary safety information for its analysis for data- driven decision making.</p>	
<p><b>When:</b> NACC/DCA/10</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>United States and IATA</p>

### ***SSP Implementation***

6.2.7 The Meeting recalled that during the 8th Meeting of Directors of Civil Aviation of North America, Central America and the Caribbean (NACC/DCA/8), the Directors General approved the ICAO NAM/CAR Regional State Safety Programme (SSP) Implementation Strategy for 2018-2023.

6.2.8 As such under P/07, the Meeting took note of the progress reached on the SSP implementation within the region, which has been supported by Canada as a Champion State. The presentation provided information about the new strategy activities and tools to support the implementation and data sharing towards the SSP implementation, conducting a more focused approach to the particular situation of the States in order to provide ad-hoc support for each circumstance.

6.2.9 It was mentioned that Dominican Republic and Nicaragua are being used as references along the process, with their SSP Implementation projects being subjected to evaluations that will help the further development of more customized programmes to the States of the region.

6.2.10 Costa Rica requested support from Nicaragua, which is in a more advanced stage of the implementation, and Nicaragua agreed on supporting Costa Rica and suggested to develop a work plan for it. Both States shall continue the implementation under the SSP Regional Implementation Strategy , where for Central America, COCESNA is supporting this implementation.

6.2.11 The Secretariat commented that when a State reaches a certain level of maturity in its system, it is critical for the sustainability and the institutional strength of this system to implement SSP. The Office also noted that a significant part of the States have an EI above 80%, without having the expected corresponding level of SSP implemented.

6.2.12 The Secretariat has strongly encouraged States to assess whether they are at the appropriate stage of implementation of the SSP and to take appropriate action.

6.2.13 Finally the Meeting agreed on the following conclusion:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/11</b>	<b>SUPPORT TO SSP IMPLEMENTATION</b>
<p><b>What:</b> That, in order to facilitate and ensure a systematic implementation of the SSP in the NAM and CAR Regions, the NACC States:</p> <p>a) provide the sufficient resources and facilitate the coordination among stakeholders; and</p> <p>b) empower the development and implementation of a SSP culture.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b> Ensure a systematic and effective implementation of SSP among States</p>	
<p><b>When:</b> August 10,2019</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

***GREPECAS- RASG-PA Coordination***

6.2.14 Under P/11, the Meeting took note of the Regional Aviation Safety Group – Pan America (RASG-PA) improvements and safety enhancements, in particular the coordination actions between RASG-PA and GREPECAS. The presentation provided general information on the mission, the vision and the structure of the RASG-PA, whose Executive Steering Committee is composed by eight States and eight International Organizations/Industry Representatives.

6.2.15 It was recalled that the RASG-PA fatality risk reduction goal is to reduce fatality risk for Part 121 or equivalent operations by 50% by the year 2020 in Latin America and the Caribbean, using 2010 as a baseline.

6.2.16 Nicaragua asked if it has been considered the participation of accident investigation authorities in RASG-PA and the Secretariat clarified that their participation is part of RASG-PA and welcome GRIAA to continue their participation, since they are part of the system and have valuable data that can and needs to be used in favour of safety.

6.2.17 The Secretariat presented a list of improvements on the RASG-PA, including the review of corresponding regional safety targets, RASG-PA Communication Plan, a new website, the implementation of project management techniques and the development of the Regional Safety Plan. New categories of operational risk are being proposed, based on the analysis of safety data. At the same time, many activities developed by RASG-PA and GREPECAS that have points in common have been under coordination for a better utilization of resources. The Secretariat urged States to:

- support RASG-PA improvements;
- consider data exchange and sharing for State Safety Management Risk assessment;
- take note of new proposed operational risk categories; and
- provide their interests and requirements for RASG-PA to assist and support safety implementation.

6.2.18 In this regard, to support the GREPECAS improvement process, the following conclusion was adopted:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/12</b>	<b>GREPECAS IMPROVEMENTS</b>
<p><b>What:</b></p> <p>That, in order to support and have a more inclusive implementation of the improvements proposed for the CAR/SAM Air Navigation Planning and Implementation Group (GREPECAS) under a more coordinated matter, the States:</p> <p>a) share their needs and comments for this improvement process, responding if not yet done so, to the proposal of improvements to GREPECAS submitted by the GREPECAS Chairman through the ICAO Secretariat; and</p> <p>b) participate in the GREPECAS Project and Programme review Committee (PPRC) (July 2019) and GREPECAS/19 (2020) meetings for the improvements being implemented by the Group.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b> More participation of States to ensure a more holistic implementation of Improvements to GREPECAS</p>	
<p><b>When:</b> GREPECAS PPRC (2019) and Plenary (2020)</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

***AIG Implementation and RAIO development***

6.2.19 Under P/05, the Secretariat provided the Meeting with an overview of the accident and incident investigation status in the CAR region. Based on the data available from the USOAP Programme, it was shown that, initially, the efforts should be concentrated on:

- Conduct of accident and incident investigations
- Organization, staffing and training
- Primary legislation (CE-1) requirements in AIG

6.2.20 It was presented the advantages of taking part of Regional Accident Investigation Organizations (RAIO), especially how it allows States to more efficiently meet their Annex 13 responsibilities. On the other hand, it remained clear that the establishment of an RAIO neither relieves the participating States from their overall responsibilities towards Annex 13, nor ensure that States meet their USOAP requirements.

6.2.21 It was emphasized that independently of the model adopted by the State, there will always be a need to assign full time personal to be accountable for the accident investigation responsibilities on behalf of the State.

6.2.22 In addition to the personal assigned, while the investigation remains under the civil aviation authority, the State must put in place mechanisms to avoid conflict of interests. Furthermore, it is necessary to provide an appropriate infrastructure (facilities, equipment, tools, means of communication and transportation) commensurate with the complexity of the States' civil aviation system and with the adoption or not of the RAIO model.

6.2.23 It was informed that the NACC Regional Office is ready to provide technical support to the States in the development of action plans to level up the EI in AIG. In this regard, the Meeting agreed on the following conclusions:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/13</b>	<b>STATES' ACCIDENT INVESTIGATION FOCAL POINT</b>
<p><b>What:</b></p> <p>That, to allow the establishment of a strategy to increase the level of compliance of the States in the area of accident and incident investigation, each State:</p> <p>a) designate, if not already don, a focal point to deal with all the investigation related matters and to be in charge, providing the ICAO NACC Regional Office with the focal point contact information; and</p> <p>b) develop, in coordination with the ICAO NACC Regional Office, a work plan to achieve a significant improve in the AIG EI of the State.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b> The assignment of personal to deal with accident investigation on behalf of the State is key for the planning and implementation of any strategy aimed at improving the investigation capability and efficiency</p>	
<p><b>When:</b> August 10, 2019</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

CONCLUSION	
NACC/DCA/09/14	IMPLEMENTATION OF AIG IMPROVEMENTS
<p><b>What:</b></p> <p>That, based on the States AIG USOAP Effective Implementation Status and for the implementation of improvements to increase the level of compliance of AIG requirements, States</p> <p>a) approve the phased approach for improving AIG matters as detailed in P/05 of the NACC/DCA/09 Meeting <b>by 9 August, 2019;</b></p> <p>b) consider actions for assignment of permanent personal to AIG; provision of instruments to avoid conflict of interests provision of appropriate AIG infrastructure, and inclusion of AIG personal into SSP planning and implementation;</p> <p>c) assess legislation changes required to establish the independence of the investigation process/authority;</p> <p>d) support RAIO initiatives in the Region;</p> <p>e) work with ICAO on the establishment of an action plan for AIG;</p> <p>f) designate a focal point (preferably a full time investigator) to begin working with NACC Regional Office on the establishment of an action plan for AIG <b>by 9 August 2019;</b></p> <p>g) provide NACC Office of AIG focal point information designated in the State <b>by 9 August 2019;</b> and</p> <p>h) report progress on these actions by NACC/DCA/10 Meeting.</p>	<p><b>Expected impact:</b></p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b> the implementation of improvements to increase the level of compliance of AIG requirements</p>	
<p><b>When:</b> NACC/DCA/10 and 9 August 2019</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

6.2.24 Under P/13, the Meeting was informed about the recent creation of the Nicaraguan Accident Investigation Agency (ANIA, from the Spanish: Agencia Nicaragüense de Investigación de Accidentes) through the law 988, Law of reforms and Additions to Law 595 (published in the gazette on 03/15/19). The presentation provided general information on the Agency, such as its legal functions and responsibilities, structure and support to be provided by the Nicaraguan Civil Aviation Authority (INAC, from the Spanish: Instituto Nicaragüense de Aeronáutica Civil), during this initial phase in which the Agency is still settling down. The Secretariat congratulated Nicaragua for this great accomplishment.

**Contingency Coordination**

6.2.25 Under P/18, IATA presented information about Contingency Coordination Team (CCT) that has the aim to address no planning activities with according organization and with the correct personal to achieve results. IATA is seeking to implement a contingency process that permits a regional coordination to support no planning situation that affects aviation. The CCT process defined what, why, who, when and where the different situation will be result or mitigate. In that sense all participant have to have a same common situation understanding, what factor will evaluate, who is going to be affected, time for mitigation or take another action and make decision. In this regard the Meeting agreed on the following conclusion:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/15</b>	<b>ENHANCING CONTINGENCY EFFORTS AND ACTIVITIES</b>
<p><b>What:</b></p> <p>That, in order to enhance the existing mechanism for Contingency and response to emergency in the CAR Region:</p> <p>a) IATA join the existing ATS Contingency mechanism led by ICAO with their Contingency Coordination Team initiative to agree on enhanced coordination procedures and create synergies of supporting States and Airlines in occurrence of contingencies; and</p> <p>b) ICAO report the progress on this enhancement by NACC/DCA/10 Meeting</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b> To enhance the existing mechanism for contingency and response for emergencies in the CAR Region.</p>	
<p><b>When:</b> NACC/DCA/10</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	IATA

**Other Safety Matters**

6.2.26 Under WP/14, the Meeting was informed of the cooperation between the Bermuda Civil Aviation Authority (BCAA) and the International Business Aviation Council (IBAC) in the use of the International Standard for Business Aircraft Operations (IS-BAO) as a strategic risk-assessment tool as part of a risk-based surveillance approach to support implementation of safety oversight obligations regarding business aircraft operations, particularly international general aviation, including as an alternate means of compliance (AMC). The paper describes the IS-BAO and provides an overview of the cooperation between IBAC and the BCAA, encouraging States to consider the use of IS-BAO as a potential tool in the safety oversight of business aircraft operations, referencing in particular Annex 6 Part II regarding International General Aviation.

### 6.3 Air Navigation Implementation Matters

#### *Performance of Regional Implementation Groups*

6.3.1 Under P/06 the Secretariat provided a summary of the achievements on regional implementation in the fields of ATFM, SAR, PBN, AIDC, SURV, and the goals concerning AIM implementation. It also informed that the AMHS Task Force had finalized its work plan in the region and that the implementation of this system is finalized.

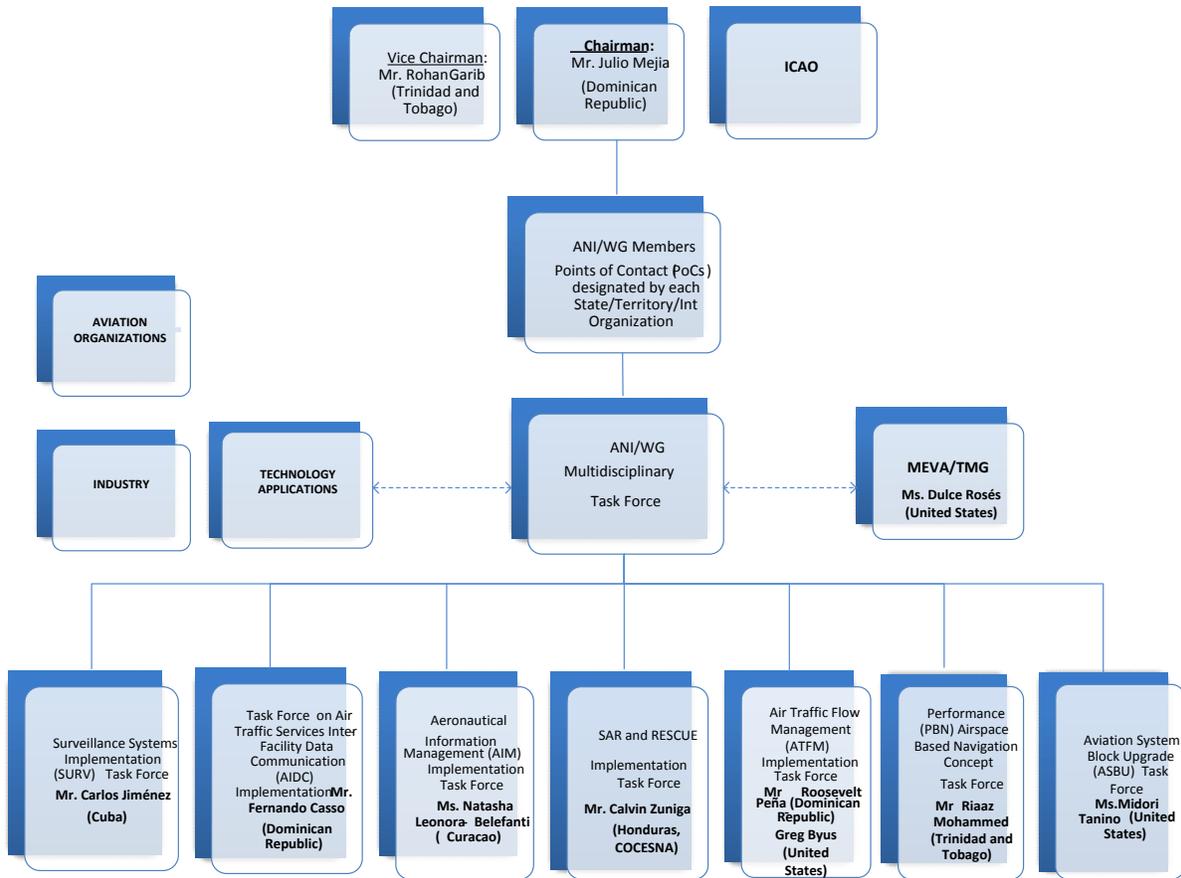
6.3.2 Moreover, the results of the implementation of contingency mechanisms in the region were also informed, as well as the results of the developments of the air navigation plans of the States. To date, 16 out of 22 NAM/CAR regions States have been developed.

6.3.3 One of the points that was highlighted was the goal of ADS-B implementation of 1 January 2020. In this regard, States were requested to publish the respective aeronautical information publication in case of ADS-B implementation or its impact analysis in its operations in case of not having implemented it and that their adjacent States have implemented it.

6.3.4 The development of the new MEVA phase was explained, consisting of developing a communication network supporting the current regional services and the future air navigation services. Due to this process and bearing in mind that the new network will not be operational immediately, and that the MEVA network contract will expire on March 2020, MEVA member States were requested to approve the expansion of the contract with the provider, Frequentis, under the same technical, operational and administrative terms for two additional years.. In this regard the following decision for MEVA Member States was adopted:

<b>DECISION</b>	
<b>NACC/DCA/09/16</b>	<b>EXTENSION OF THE MEVA CONTRACT FOR TWO MORE YEARS</b>
<p><b>What:</b></p> <p>That, considering that the MEVA communications network is the main CAR Aeronautical Network that provides voice and data communications services in the region and that the current MEVA Service contract will expire in 2020:</p> <p>a) MEVA Member States extend the current MEVA Service contract under the same terms for two more years; and</p> <p>b) the MEVA/TMG Ad-hoc Group accelerate the activities for the implementation of MEVA IV phase</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b> The regional communications network operation is necessary and to continue providing the services at a cost effective way.</p>	
<p><b>When:</b></p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input type="checkbox"/> States <input type="checkbox"/> ICAO <input checked="" type="checkbox"/> Other:</p>	<p>MEVA Member States</p>

6.3.5 The Secretariat explained that the need of changing the structure of the ANI/WG implementation group is to face the regional challenges jointly and in a more organized manner.



6.3.6 The Meeting approved the requested structure change to the ANI/WG, nevertheless highlighted the need that the corresponding Terms of reference show the indicated level of efficiency indicated and that the actual work programme are SMART in their formulation of tasks, goals, targets and deliverables, aligned to the GAND and in coordination with the GASP. The following conclusion was adopted:

DECISION	
NACCDCA/9/17	APPROVAL OF THE ANI/WG NEW STRUCTURE
<p><b>What:</b></p> <p>That, with the purpose to impulse the regional strategic objectives and to improve the implementation execution times:</p> <p>a) the new structure of the ANI/WG group implementation is approved, and</p> <p>b) the corresponding ANI/WG Terms of Reference (ToRs) be adjusted with the level of efficiency indicated and that the current work programme is SMART in its formulation of tasks, goals, targets and deliverables, aligned to the GANP and in coordination with the GASP.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input checked="" type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>

<b>Why:</b> To encourage the regional strategic objectives and improve the implementation execution times.	
<b>When:</b> NACC/DCA/10	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	

6.3.7 Finally the Meeting took note of the deficient performance informed of the ECAR/CATG and the ECAR/NTG in the last years, where the progresses of the expected goals have not been accomplished. As such the following conclusion to the ECAR/CATG and E/CAR/NTG Members was formulated:

<b>CONCLUSION</b>	
<b>NACCDCA/9/18 E/CAR/CATG/WG AND E/CAR/NTG PERFORMANCE REVIEW</b>	
<b>What:</b> That, in order to optimize the resources and efforts in the implementation and to ensure that activities are result-oriented and of benefit of States,  a) the E/CAR/CATG based on its current work programme and progress achieved, review and present to the NACC/DCA/10 meeting a proposal to optimize the resources and elevate the efficiency of the group, and  b) the E/CAR/NTG analyze options to follow-up on its activities such as maximizing coordination by electronic means and/or consider conducting face-to-face meetings every two year.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input checked="" type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> To optimize the resources and efforts in the implementation and to ensure that activities are result-oriented and of benefit to States.	
<b>When:</b> NACC/DCA/10	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	E/CAR CATWG and E/CAR/NTG

***Emerging Issues– Panel 1***

6.3.8 The Panel on how States are dealing with Emerging issues was conducted. The Panel emphasized the need for State’s and industry to work together at an early stage to ensure that regulations do not hinder or limit the capabilities while still ensuring continued airspace safety.

6.3.9 Finally Panel suggested to ICAO to continue the support to States and the importance that ICAO could have Leader role, promoting technologies, improve safety, providing efficacy mechanist to improve technologies use and development standards for security use of these new technologies. Details are included under **Appendix B**.

### ***ADS-B OUT Implementation***

6.3.10 Through IP/05, the United States discussed the upcoming ADS-B Out Mandate which will take effect on January 1, 2020. The ADS-B OUT Mandate, issued in 2010, describes the equipage requirements and performance standards that must be met for aircraft to fly within the specified US airspace. The United States encouraged NACC Member States to promote awareness of this upcoming requirement with their operators that intend to operate within U.S. airspace.

6.3.11 United States highlighted that IP/06 provides information to the region on the planned operational assessment of Space-based ADS-B for U.S. oceanic airspace within the Caribbean. The United States informed the participants that the assessment will begin on March 2020, and will last for a one year period. The trial will allow the US to determine the feasibility of using Space-based ADS-B in the Caribbean and other geographic areas.

### ***Air Navigation Training***

6.3.12 United States provided IP/07 as a means to inform the Directors of Civil Aviation of the upcoming ICAO/FAA Workshop on Air Navigation Safety Oversight taking place July 22-26 in El Salvador. Due to the lack of effective implementation standards in the area of Air Navigation Services in the region, this workshop will help provide civil aviation authorities to address their ANS safety oversight implementation challenges.

6.3.13 Under WP/17, Dominican Republic proposed that a special curriculum for the Performance Based Navigation (PBN) Management training be developed, one that clearly establishes the understanding of the new concepts in PBN, not only in theoretical but also practical terms.

6.3.14 It was commented that to achieve an effective follow-up on the implementation of PBN, it is essential to develop and implement a training program that allows Air Navigation Services management personnel to acquire the knowledge and skills required for the management of the PBN according to what is specified in ICAO Document 9613. Thus the main objective of this training should be the development, by the management personnel who have the responsibility to manage the PBN, of the knowledge and skills required to:

- Follow up on the implementation of the PBN and the procedures that allow the efficient use of airspace.
- Evaluate if such procedures are adequate or relevant, considering the particular needs of the air navigation system and operators. Also the verification that those procedures can be improved.
- Measure the satisfaction of the operators regarding the impact of the implementation of the procedures in terms of safety, efficiency, investment of resources, adaptability and competitiveness.
- Evaluate the capacity of the air navigation system and the Airspace.

- Verify compliance of air operators according to the requirements established for PBN operations in local regulations.

6.3.15 As a conclusion, Dominican Republic suggests that PBN management training be used as a tool to promote and strengthen safety in air navigation systems worldwide, thus guaranteeing successful follow-up to PBN implementation. In addition, it is recommended by Dominican Republic that PBN management training is included in the processes related to change management.

#### **Other Air Navigation matters**

6.3.16 With respect to the new challenges of the growing drones market and the threats that it may represent in the present and the future, a presentation was provided by Indra (P/08), who has developed the ARMS (Anti RPA's Multisensor System) technological solution. Said solution allows an integrated form through different passive and active sensors and through a powerful command and control system, to detect, identify, follow and neutralize malicious or erratic drones that may be a threat for a critical infrastructure such as an airport.

6.3.17 The operation of the solution in the airport environment implies a big challenge for the different stakeholders, especially due to the regulation and impact of the use of the electromagnetic spectrum, as well as in the definition of the rules and command chain for the operation of this kind of solutions.

6.3.18 It is deemed relevant that an anti-drones system may be integrated to ATM and UTM spaces, being the anti-drones system the last barrier of protection to the space to protect.

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**Agenda Item 7: NAM/CAR Regional Aviation Security/Facilitation Implementation**

**7.1 General**

7.1.1 Under IP/04, the Meeting took note of the developments in aviation security policy and the Universal Security Audit Programme, since the eighth meeting of the NACC/DCA, from Symposia to enhanced Standards and supporting materials, such as:

- ICAO's Second Global Aviation Security Symposium (AVSEC2018)
- The Second High-level Conference on Aviation Security (HLCAS/2)
- The third annual Global Aviation Security Symposium (AVSEC2019) will be convened from 18 to 19 September 2019 at ICAO Headquarters, and followed by an Industry Engagement Day held on 20 September 2019.
- Proposed Amendment 17 to Annex 17
- 11th Edition of the ICAO Aviation Security Manual (Doc 8973 — Restricted), scheduled to be published in the fourth quarter of 2019
- ICAO INTERNATIONAL COOPERATION with various United Nations (UN) Offices, Directorates and Specialized Agencies
- Updates on the UNIVERSAL SECURITY AUDIT PROGRAMME – CONTINUOUS MONITORING APPROACH (USAP-CMA)
- CYBERSECURITY updates
- Global Aviation Security Plan (GASeP) conferences

7.1.2 Under P/02, the Meeting reviewed the status of the level of implementation to ICAO Annex 17 based on the results of the Universal Security Audit Programme (USAP), highlighting that:

- In the NACC Region, 12 of 21 States (57%) were above 65% Effective Implementation of Critical Elements
- 5 States scheduled for audits in 2019: Barbados, Costa Rica, Cuba (completed), Grenada (completed), Nicaragua
- Currently NACC USAP EI (69.67%) is below the Global Average (72.58%)
- In reference to the ICAO NACC Goals: 72.83% of NAM/CAR States are below 80% EI

Finally the Meeting took note of the activities had been implemented for GASeP and NAM/CAR/SAM Regional Roadmap implementation

7.1.3 The Meeting recognized the urgent need for action and the NACC Regional Office, under the AVSEC/FAL Assistance Plan under ICAO NACC SAP proposed to target the enhancement of State Security Oversight System.

- Target Assistance missions to E/CAR and C/CAR States
- ICAO Training assistance:
- State to assess effectiveness of their participants to the Training provided
- Training of National Inspectors to enhance CE-7 Quality Control and reinforce CE-5 Technical Guidance
- Assistance and guidance on CE-6 Certification and Approval Obligations
- Assess with AVSEC Authorities CE-8 Implementation of AVSEC measures and resolution of security concerns
- States to complete and follow-up SAP Action Plans
- Need to enhance Regional Organization to support States: CASSOS
- Champion States are invited to support other States

7.1.4 Based on the above, the Meeting agreed on the following Conclusion:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/19</b>	<b>AVSEC ASSISTANCE PLAN UNDER ICAO NACC SAP</b>
<p><b>What:</b></p> <p>That, in order to enhance the compliance with Annex 17:</p> <p>a) States that have not yet done so, update/complete their AVSEC project of the ICAO NCLB SAP Action Plan by <b>30 August 2019</b>;</p> <p>b) States that have a low USAP Effective Implementation coordinate with ICAO the necessary training or assistance under the SAP; and</p> <p>c) ICAO assist States to complete their AVSEC project of the SAP Action Plan/ by <b>30 July 2019</b>.</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>
<p><b>Why:</b> To enhance the State compliance with Annex 17</p>	
<p><b>When:</b> July/Aug 2019</p>	<p><b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed</p>
<p><b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:</p>	

## 7.2 Aviation Security/Facilitation Implementation Matters

### *Aviation Security Implementation Matters*

7.2.1 Under WP/06, the Meeting took note of the conclusions and decisions adopted at the Ninth Meeting of the ICAO/LACAC NAM/CAR and SAM Aviation Security and Facilitation Regional Group (AVSEC/FAL/RG/9) held in Santo Domingo, Dominican Republic, from 27 to 29 March 2019. Similarly the Meeting concurred:

- to encourage States' collaboration and to foster the participation of relevant State experts in planned activities.
- urge the update of the National Civil Aviation Security Programme (NCASP) and the National Air Transport Facilitation Programme (NATFP); the activation of the National Aviation Security Committee (NCASC) and the National Air Transport Facilitation Committees (NATFC);
- to reply ICAO State Letters on due time.

7.2.2 United States urged Member States to remain informed on, and engaged in, ICAO aviation security policy discussions as a matter of necessity to ensure international standards and to consider the needs and best practices in the region. It was also informed to the Meeting on recent deliberations at the AVSEC Panel and Council regarding the upcoming Amendment 17 to Annex 17 proposal that includes a change to Standard 4.2.6 that was not reached through consensus. This example was used to demonstrate how meaningful dynamics of the policy making process can pass unnoticed by Member States who are not engaged in the process.

7.2.3 Cuba expressed its inconformity with the results of the last USAP Audit conducted to Cuba, questioning the criteria y actual conduction of the Audit. Cuba clarified that 2 years ago, they were audited on their documentation and manual, resulting in a very high EI of compliance and now in the last Audit these same documentation and documents were assessed as not good, thus creating a contradictory situation on the Audit PQs' assessment. A more detailed and complete explanation of this inconformity by Cuba has been provided to the Secretary General for support. As such the following Conclusion was formulated:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/20</b>	<b>USAP AUDIT REVIEW AND IMPROVEMENTS</b>
<p><b>What:</b></p> <p>That, in order to support the enhancement and improvement process of the USAP Programme for ensuring a comprehensive and integral USAP Programme (Criteria, guidelines, etc.):</p> <p>a) ICAO share the AVSEC Panel recommendations on the improvements to the USAP Programme;</p> <p>b) States share any inconformity or comments regarding the USAP Audit programme; and</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input type="checkbox"/> Operational/Technical</p>

c) States support the recommendations for improving the USAP Programme that will be discussed in the upcoming ICAO 40 <sup>th</sup> session of the Assembly.	
<b>Why:</b> to support the enhancement and improvement process of the USAP Programme for ensuring a comprehensive and integral USAP Programme	
<b>When:</b>	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO <input type="checkbox"/> Other:	

7.2.4 El Salvador raised their non-attended request to have a validation of the SSeC resolved. ICAO clarified that currently there is a limited number of qualified ICAO Auditors and this has been the main cause for this delay.

7.2.5 Costa Rica thanked ICAO NACC Office for their immediate assistance for preparing for the USAP Auditor by conducting an onsite technical assistance mission to Costa Rica.

7.2.6 Under WP/08, the Meeting was informed on the ICAO Implementation Support and Development – Security (ISD-SEC) Programme, highlighting initiatives and activities undertaken to support States in implementing Annex 17 – Security and sustaining effective aviation security measures over time.

7.2.7 United States presented WP/18 prepared by TSA which informed the Meeting of the ongoing implementation and monitoring of the Global Aviation Security Plan (GASeP) in support of the appropriate, effective, and sustainable implementation of Annex 17 Standards and Recommended Practices (SARPs). It was suggested that multiple plans and roadmaps in the region with varying targets may be causing the perception that the GASeP is a new set of requirements that States must comply with vs. understanding its purpose as a strategic plan. The message emphasized was that monitoring implementation of the GASeP should not become an onerous activity that detracts time and resources from Members States efforts to implement effective and sustainable Annex 17 standards. In this regard the meeting recognized the following actions:

- Note the importance of the GASeP as a tool, providing direction on work plans for ICAO, Member States, and stakeholders to positively affect implementation of Annex 17 SARPs,
- Support the work program of the AVSEC/FAL/RG and encourage increased participation by States in that group, and

7.2.8 United States raised the forthcoming State Letter on Amendment 17 to Annex 17 – proposal for new and/or revised provisions on: vulnerability assessments; information sharing between States and stakeholders; training programmes and certification systems; access control; and staff screening, suggesting that [JCS1] each State to conduct its own economic impact study on 100% staff, whether it already is implemented, or what it will cost if required to implement under a new proposed standard. This information should be included in each State’s response to the State Letter on the subject as it will inform the Council’s final decision on the proposed amendment. ICAO committed to follow up with the States in the region on this action. In this regard the Meeting adopted the following conclusion:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/21</b>	<b>STATE COST IMPLICATIONS ASSESSMENT FOR AMENDMENT 17 TO ANNEX 17</b>
<b>What:</b> That, in order to ensure the State’s respective response to the Amendment 17 of Annex 17, States consider conducting their assessment on State cost implications to comply with the proposed change to Standard 4.2.6.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input checked="" type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> to ensure the State’s respective response to the Amendment 17 of Annex 17	
<b>When:</b> NACCDCA/10	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	

7.2.9 United States informed the Meeting that they make a voluntary contribution of close to 1 million USD annually to the AVSEC fund and can direct the use of portions of these funds within the region, if needed. Use of the AVSEC fund, if managed efficiently, should alleviate the need for assistance to also focus on security related assistance. In this regard the following conclusion was adopted:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/22</b>	<b>COORDINATED STATE AVSEC ASSISTANCE BY TSA/ ICAO NACC OFFICE</b>
<b>What:</b> That, in order to coordinate the assistance on security offered by United States, States that require such assistance coordinated with the ICAO NACC Regional Office for a common assistance under the NCLB/SAP approach.	<b>Expected impact:</b> <input type="checkbox"/> Political / Global <input type="checkbox"/> Inter-regional <input type="checkbox"/> Economic <input type="checkbox"/> Environmental <input checked="" type="checkbox"/> Operational/Technical
<b>Why:</b> in order to coordinate the assistance on security offered	
<b>When:</b> NACCDCA/10	<b>Status:</b> <input checked="" type="checkbox"/> Valid / <input type="checkbox"/> Superseded / <input type="checkbox"/> Completed
<b>Who:</b> <input checked="" type="checkbox"/> States <input type="checkbox"/> ICAO <input type="checkbox"/> Other:	

7.2.10 In an intervention to support WP/11 paragraph 2.2., United States highlighted the work being done by the Passenger Name Records (PNR) Task Force to develop proposals for Standards and Recommended Practices (SARPs) on the collection, use, processing and protection of (PNR) data in line with United Nations Security Council (UNSC) resolution 2396 (2017). United States also reminded the Meeting that the U.S. Department of State is available to assist partners in implementing effective PNR system.

**Cybersecurity**

7.2.11 Under WP/10, France informed that the French DGAC has tackled early on the increasing cyber threats on its systems and has defined a Policy on Security for Information Systems (PSIS). It was defined within a national regulatory framework that gives a central role to the national cybersecurity agency (ANSSI) in preventing cyber threats, informing and protecting information systems.

7.2.12 The PSIS of DGAC is defined through 3 components: a strategy regarding cybersecurity, a governance component and an operational component (the cyber information system). Due to the sensitivity of cybersecurity for civil aviation, DGAC chairs since 2018 the National Committee on Cybersecurity in Air transport in charge of the coordination of the strategy on cybersecurity for civil aviation with all the stakeholders. This National Committee is attended by aircraft manufacturers, airlines, airports, service providers, cyber expertise... in France.

7.2.13 This cyber information system has been implemented following a pragmatic step-by-step approach relying on internal skills and external skills in high level state-of-the-art cyber security aspects. The cyber information system provides 6 security services: access management, cartography, collect and log, detection of incidents, processing of incidents.

***Aviation Facilitation Implementation Matters***

7.2.14 Under WP/11, the Secretariat highlighted recent developments in the Facilitation programmes describing the recommendations reached by the Tenth meeting of the Facilitation Panel in relation to Annex 9 – Facilitation and presents the status of the implementation of the ICAO Traveller Identification Programme (TRIP) Strategy and the ICAO Public Key Directory (PKD). To support this issue, the Meeting agreed on the following Conclusion:

<b>CONCLUSION</b>	
<b>NACC/DCA/09/23</b>	<b>IMPLEMENTATION OF THE ICAO TRAVELLER IDENTIFICATION PROGRAMME (TRIP) STRATEGY AND THE ICAO PUBLIC KEY DIRECTORY (PKD)</b>
<p><b>What:</b></p> <p>That, in order to enhance the implementation of the ICAO traveller identification programme (TRIP) strategy and the ICAO public key directory (PKD), States:</p> <p>a) comply with the Standard of Annex 9 requiring them to promptly report accurate information about stolen, lost and revoked travel documents, issued by their State, to INTERPOL for inclusion in the SLTD database;</p>	<p><b>Expected impact:</b></p> <p><input type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economic</p> <p><input type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Operational/Technical</p>

- b) establish a National Air Transport Facilitation Programme and associated committees in accordance with the Standards 8.17, 8.18 and 8.19 of the fifteenth edition of Annex 9 – Facilitation;
- c) endeavour to join the ICAO PKD as a means to authenticate travel documents in order to neutralize the activities of cross-border criminality;
- d) implement the ICAO TRIP Strategy roadmap in order to achieve both enhanced air transport facilitation and aviation security and to prevent the movement of potentially inadmissible persons; and
- e) ensure that their respective Annex 9 compliance checklists are duly completed in the EFOD system by NACC/DCA/10.

**Why:** To enhance the implementation of the ICAO traveller identification programme (TRIP) strategy and the ICAO public key directory (PKD)

**When:** NACC/DCA/10

**Status:**  Valid /  Superseded /  Completed

**Who:**  States  ICAO  Other:

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**Agenda Item 8: Environmental Protection Matters**

8.1 Under WP/07, the Secretariat provided information on the status of implementation of the ICAO Assembly Resolutions A39-2 (Climate Change) and A39-3 (Market-Based Measures) and on activities related to environmental protection in the NAM/CAR Regions since the 39th Session of the Assembly, including the ICAO States Action Plan initiative, and the Carbon Offsetting and Reduction Scheme for International Aviation (CORSIA) implementation.

8.2 States that have not yet developed or updated their States' Action Plans with quantified data were encouraged to do so as soon as possible. In addition, they were urged to voluntarily participate in the pilot phase of the CORSIA from 2021. The Meeting recognized the urgency of actions in 2019 and 2020 by States and aeroplane operators for the implementation of CORSIA, and States were encouraged to participate in the ICAO ACT-CORSIA capacity building activities, including the CORSIA buddy partnerships, while recognizing the importance of a coordinated approach under the umbrella of ICAO.

8.3 Under IP/11, France gave a brief reminder of Carbon Offsetting and Reduction Scheme for International Aviation, CORSIA's basic mechanics, after which it described the means through which France has ensured the timely start of the scheme since the beginning of 2019. It also gave a focus on the special care that needs to occur towards oversea Territories. CORSIA had to be set up in a tight schedule, which required good communication between States and their aeroplane operators. French operators, for the most part, were already used to CO<sub>2</sub> monitoring and the overall MRV process, which helped make an efficient use of this time.

8.4 As a result of the activities carried up by France, oversea Caribbean-based carriers had to be further helped due to their exemptions from pre-existing schemes, which led to weaker knowledge of MRV. France has approved all the 17 submitted EMPs from its operators. The next step, an important one, will be to receive the first emissions report in 2020, which will be the first one of the scheme and will contribute to setting the baseline for the scheme, which will, in time, be the reference for all offsetting throughout the scheme.

8.5 Through WP/10, the Secretariat provided information on the status of implementation of ICAO Assembly Resolution A39-1 (aircraft noise and emissions) and on activities related to environmental protection in the NACC Region since the 39th Session of the Assembly, including the progress of work by the ICAO Committee on Aviation Environmental Protection (CAEP), as well as outreach and capacity building activities to further support member States.

8.6 Finally States in the region were invited to include environmental protection in their planning and implementation activities related to the improvement of the civil aviation system; and they were encouraged to participate in the stocktaking activity on sustainable aviation fuels and consider their involvement in the preparation of feasibility studies to evaluate the potential for the future development and deployment of these fuels.

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**Agenda Item 9: Air Transport Matters**

9.1 WP/09 reported on ICAO's priority work under the Strategic Objective – Economic Development of Air Transport, summarizing the Organization's work related to air transport policy and regulation, as well as infrastructure management and its funding/financing. It also presented ICAO's work related to aviation data and analysis, which focuses on big data, business analysis tools and air traffic forecasts. States were requested to support ICAO's work for the Economic Development of Air Transport; to apply and follow ICAO's policies and guidance in the air transport field in their regulatory practices; to provide statistics required by ICAO in a timely manner; to use ICAO data, tools and analyses; and to actively participate in the ICAO upcoming meetings related to the Economic Development of Air Transport.

9.2 The Meeting took note under P/12 on the results and final preparation of the Dominican Republic Case Study. The current report structure was noted as well as of the objectives of the study. The study shows the main impacts of the commitment of placing aviation as a national priority, viz:

- Thorough impact assessment
- Impact of reforms on the GDP per capita
- Impact of reforms on market concentration
- Impact of Passenger flow from United States to Dominican Republic

9.3 This study will be a model to be applied in other contexts around the world.

***Air Transport Panel***

9.4 Under this agenda item, a Panel on "Enhancing the State Promotion for the development of Air Transport Matters" was developed among the Directors Generals. This Panel concluded that air transport is a catalyst for the economic development and there is a need for States to mobilize their governments in order to support aviation. Cultural changes are also necessary to change the slow pace of the existing regulatory mechanisms, as well as to adopt a more liberal approach to regional air transport, which requires political will to make a definitive commitment to break all the barriers in place. **Appendix C** provides the details of this Panel.

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**Agenda Item 10: Other Business**

***States Outstanding Contributions to ICAO***

10.1 Under WP/05, *States Outstanding Contributions to ICAO*, Directors were reminded that ICAO depends on State assessments to carry out its mandate. As such, the Secretariat urged States to take the necessary measures to fulfil their financial obligations to the organization in an urgent manner. The working paper included the amounts payable by Member States for 2019 and outstanding amounts due for prior years for States' reference.

***Other Training matters and Human resources***

10.2 The WP/16 presents the concept of Training Process Integration as a means to develop and implement a smart strategy to fluently link the training aspects and make them understandable and positively applicable by the aeronautical personnel, through a thoughtful assessment of the specific trainings required by each area and development of a special curriculum that clearly establish the relation between the new concepts, not only in theory but also in application, so that implementation could be carried out smoothly.

10.3 Dominican Republic invited the Meeting to:

- Analyse and discuss the information contained in this working paper;
- Request the usual support of ICAO GAT office to promote this and other training strategies oriented to integration and effectiveness.
- Support Training Centres in the development of a comprehensive strategy to face training challenges based in the Training Process Integration.
- Entrust the appropriate local authorities to assess the projects to be implemented in the short term to appropriately coordinate with the training departments for preparation of training, integrating this new approach.
- Incorporate any other action recommended

10.4 Under IP/09, Dominican Republic reiterated to the Meeting the willingness to collaborate and cooperate at the regional level through programmes, initiatives, tools and other resources that may be available to ensure the promotion of aviation safety, the continuity of air navigation services, standardized training and the exchange of good practices. Finally the Dominican Republic invited all States of the Region to support joint efforts that allow the strengthening of all aviation systems worldwide.

10.5 Under IP/08, Dominican Republic provided an overview on the training services delivered by the Academia Superior de Ciencias Aeronáuticas (ASCA), as a TRAINAIR PLUS Regional Training Centre of Excellence, having designed more than 100 academic programmes related to the specialties certified by the TRAINAIR programme, which include Air Navigation, Flight Safety and Safety Management.

10.6 The programs designed by ASCA are presented in the modalities of CMDN, basic courses, advanced courses, seminars and workshops, and are offered to air navigation services providers, aircraft and airports operators, Civil Aviation Authorities and other entities in the sector.

10.7 The Meeting took note that as an educational institution focused in specialized technical training in the Dominican Republic, the ASCA has as a priority the use of all the available tools at a local and regional level, to ensure cooperation, integration and growth of the States of the Region, especially on aspects related to capacity-building in technical personnel to generate on sufficient proportion trained staff to answer to the demand in the aviation sector facing the forecasted growth of air operations worldwide, contributing to the elevation of complying levels and standards of the regional air navigation system

#### ***Gender inclusion and equality in aviation***

10.8 Under IP/12, the Meeting took note that the Dominican Republic, with the objective of promoting gender inclusion and equality in aviation, has implemented valuable initiatives that promote women's participation in aviation to reduce the existing gap, that's why has worked directly motivating its personnel including policies and strategies based on Gender Equality, achieving an organizational culture with openness to diversity, and equal opportunities for men and women.

10.9 Dominican Republic recommended the Civil Aviation Authorities of the Region to develop and apply policies that allow equal opportunities between women and men in professional, labour and training fields and invited them to join efforts with public and private institutions to promote equal opportunities in the sector.

#### ***2020 ICAO NACC Regional Office Calendar of Events***

10.10 The Meeting took note of the 2020 preliminary ICAO NACC Regional Office Calendar of Events (IP/03 refers). States were invited to conducted their respective annual planning considering the ICAO NACC events for 2020.

#### ***Hosting of next NACC/DCA Meeting***

10.11 Under WP/04, the Meeting recalled the rotation scheme for hosting the NACCDCA Meeting, from which the next NACCDCA Meeting should correspond to be held in Central Caribbean Region; however France informed the Meeting of their interest to host the next NACC/DCA Meeting in Martinique. The Meeting thanked France for his support and welcome the commitment for the next NACCDCA Meeting. The next NACCDCA Meeting shall be conducted in the last week of November or 1<sup>st</sup> week of December.

***Briefing on B737 Max***

10.12 Under P/14, the United States presented an overview of the Boeing 737 MAX return to service efforts, and stated that there is no fixed timeline for the return to service. As State of Design, the United States further stated that safety is their primary responsibility and concern. In the presentation, the United States described the data-driven approach being taken to ensure that the incorporated design changes address identified issues, and that the B737 MAX can be operated safely before its return to service. In addition, the United States identified the need to continue to work with foreign Civil Aviation Authorities (CAAs) to address the technical and procedural requirements for States and operators to return their fleets to service. The United States highlighted their desire to continue outreach efforts to partner CAAs to keep them apprised of safety developments throughout this process.

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

<b>Number</b>	<b>Conclusion/Decision</b>	<b>Responsible for action</b>	<b>Deadline</b>
C/01	<p><b>SUPPORT FOR STATES FOR IMPLEMENTATION OF AN OPERATIONAL AND REGULATORY FRAMEWORK FOR UNMANNED AIRCRAFT SYSTEM(S) (UAS) AND REMOTE PILOTED AIRCRAFT SYSTEM (RPAS) OPERATIONS</b></p> <p>That, considering the kind assistance from United States to lead the activities on UAS/RPAS in the CAR Region for the appropriate operation of UAS and RPAS within the CAR airspace and corresponding airport operations:</p>		
	<p>a) United States designate by <b>30 August 2019</b> a Subject Matter Expert (SME) that will be working with ICAO NACC Regional Office on the assistance on UAS/RPAS operations in the CAR Region; and</p>	United States	<b>30 August 2019</b>
	<p>b) considering the recommendations of the upcoming UAS/RPAS workshop in the NACC Regional Office, the States with the support of FAA SME, present their progress in the implementation of the recommendations of the workshop and other actions conducted to ensure UAS/RPAS operations in the CAR Region by the NACC/DCA/10 meeting.</p>	States	NACC/DCA/10
D/02	<p><b>APPROVAL OF ANI/WG/5 CONCLUSIONS</b></p> <p>That, to ensure the continuous performance and continuation of the implementation activities carried out by the NAM/CAR Air Navigation Implementation Working Group (ANI/WG), the Meeting NACC/DCA approve all the ANI/WG/05 meeting conclusions.</p>	NACC/DCA/09	
C/03	<p><b>IMPROVEMENT OF THE SAFETY OVERSIGHT SYSTEM (SOS) ASSISTANCE TO THE NACC STATES</b></p> <p>That, in order to support the establishment of comprehensive State Oversight Systems that ensure global confidence and validation regardless of entity or methodology of reviewing the system and to develop a cross reference mechanism of the different USOAP, IASA and EASA Audits, United States, COCESNA, and ICAO</p>		
	<p>a) review and implement the Project proposal for Safety Oversight Go-Teams proposed under IP/14 ; and</p>	United States, COCESNA, and ICAO	
	<p>b) report the progress and implementation by the NACCDCA/10 Meeting.</p>	United States, COCESNA, and ICAO	NACCDCA/10 Meeting

Number	Conclusion/Decision	Responsible for action	Deadline
C/04	<b>IADB PROJECT PROPOSAL IMPLEMENTATION</b>		
	That, considering the funding opportunities that IADB has available for States for the implementation of ICAO SARPs, institutional changes and mitigation actions for CO2 emissions,		
	a) CASSOS Members, in coordination with the ICAO NACC Regional Office, continue the application of IADB Regional Public Goods opportunities for the Enhancement Project of CASSOS;	CASSOS Members	
	b) States interested in applying to the available IADB Funding opportunities for the implementation of ICAO SARPs, institutional changes and mitigation actions for CO2 emissions, shall contact IADB in coordination with ICAO by 30 August 2019; and	States	30 August 2019
	c) States coordinate other potential Projects with ICAO to obtain IADB funding by 30 December 2019.	States	30 December 2019
C/05	<b>TECHNICAL ASSISTANCE FOR INFRASTRUCTURE ENHANCEMENT, SYSTEM UPGRADE AND ICAO AVIATION SYSTEM BLOCK UPGRADES (ASBU) IMPLEMENTATION</b> That, in order to assist the CAR States in their effective compliance to ICAO SARPs and their timeliness to response to contingencies (hurricanes, volcano eruptions, etc.) and other urgent response needed,		
	a) States interested to participate with the USTDA Proposal to inform ICAO by <b>30 July 2019</b> ;	States	<b>30 July 2019</b>
	b) ICAO coordinate with United States and the interested States by <b>30 August 2019</b> an initial review of the USTDA Project Proposal presented in WP/21;	ICAO	<b>30 August 2019</b>
	c) United States, interested States and ICAO work in coordination with USTDA on the implementation of the Project Proposal; and	United States, interested States and ICAO	
	d) ICAO report the progress of this Project Execution to the NACC/DCA/10 Meeting.	ICAO	NACC/DCA/10 Meeting
D/06	<b>APPROVAL OF THE NAM/CAR/CATC/WG/5 REPORT</b> The NACC/DCA approves the Fifth NAM/CAR Civil Aviation Training Centres Working Group Meeting (NAM/CAR/CATC/WG/5) Conclusions and Decisions.	NACC/DCA	
C/07	<b>STATE AND REGIONAL TRAINING NEEDS</b> That, in order to expedite the recollection and processing of the training needs by the NAM/CAR/CATC/WG,}		
	a) States designate a PoC for the recollection of national training needs; and	States	

Number	Conclusion/Decision	Responsible for action	Deadline
	b) the NAM/CAR/CATC/WG, supported by ICAO, conduct the regional collection of training needs taking in consideration the existing ICAO GAT Training website/tool.	NAM/CAR/CATC/WG	
C/08	<p><b>FOLLOW-UP TO NACC/DCA MEETING RELEVANT TOPICS</b></p> <p>That, to further focus and ensure the relevance of the actions and conclusions adopted by the NACC/DCA Meetings, ICAO submit a follow-up letter to States by 15 August 2019, outlining the most critical items and expecting States valuable responses.</p>	ICAO	15 August 2019
C/09	<p><b>IMPLEMENTATION OF ICAO GLOBAL PLANS</b></p> <p>That, in order to support the alignment of the States and Regional Plans with the new global Plans (GASP and GANP), ensuring the annual budget and resources needed for this implementation, ICAO inform States, once the Global new plans are approved, the list of items critical to be considered from the Plans for States to plan the necessary budgets and National Plan's adjustments.</p>	ICAO	
C/10	<p><b>LEGAL PROTECTION OF SAFETY DATA</b></p> <p>That, considering the importance of safety data analysis for decision making , the existence of guidelines by the RASG-PA on legal protection of Safety information; United States, IATA, and ICAO :</p>		
	a) analyse the current situation for assuring the legal protection of safety data,	United States, IATA, and ICAO	
	b) recommend actions for ensuring this legal protection and the use of the safety data, and	United States, IATA, and ICAO	
	c) report these outcomes for the NACC/DCA/10 Meeting	United States, IATA, and ICAO	NACC/DCA/10
C/11	<p><b>SUPPORT TO SSP IMPLEMENTATION</b></p> <p>That, in order to facilitate and ensure a systematic implementation of the SSP in the NAM and CAR Regions, the NACC States:</p>		
	a) provide the sufficient resources and facilitate the coordination among stakeholders; and	States	
	b) empower the development and implementation of a SSP culture.	States	
C/12	<p><b>GREPECAS IMPROVEMENTS</b></p> <p>That, in order to support and have a more inclusive implementation of the improvements proposed for the CAR/SAM Air Navigation Planning and Implementation Group (GREPECAS) under a more coordinated matter, the States:</p>		

Number	Conclusion/Decision	Responsible for action	Deadline
	a) share their States needs and comments for this improvement Process, responding if not don't so, to the proposal of improvements to GREPECAS as submitted by the GREPECAS Chairman through the ICAO Secretariat and	States	
	b) participate in the GREPECAS Project and Programme review Committee (PPRC) (July 2019) and GREPECAS/19 (2020) meetings for the improvements being implemented by the Group.	States	
C/13	<p><b>STATES' ACCIDENT INVESTIGATION FOCAL POINT</b> That, to allow the establishment of a strategy to increase the level of compliance of the States in the area of accident and incident investigation, each State:</p>		
	a) designate, if not already done, a focal point to deal with all the investigation related matters and to be in charge, providing the ICAO NACC Regional Office with the focal point contact information; and	States	
	b) develop, in coordination with the ICAO NACC Regional Office, a work plan to achieve a significant improve in the AIG EI of the State.	States	
C/14	<p><b>IMPLEMENTATION OF AIG IMPROVEMENTS</b> That, based on the States AIG USOAP Effective Implementation Status and for the implementation of improvements to increase the level of compliance of AIG requirements, States</p>		
	a) approve the phased approach for improving AIG matters as detailed in P/05 of the NACC/DCA/09 Meeting <b>by 9 August, 2019;</b>	States	<b>by 9 August, 2019</b>
	b) consider actions for assignment of permanent personal to AIG; provision of instruments to avoid conflict of interests provision of appropriate AIG infrastructure, and inclusion of AIG personal into SSP planning and implementation;	States	
	c) assess legislation changes required to establish the independence of the investigation process/authority;	States	
	d) support RAIIO initiatives in the Region;	States	
	e) work with ICAO on the establishment of an action plan for AIG;	States	
	f) designate a focal point (preferably a full time investigator) to begin working with NACC Regional Office on the establishment of an action plan for AIG <b>by 9 August 2019;</b>	States	<b>by 9 August, 2019</b>
	g) provide NACC Office of AIG focal point information designated in the State <b>by 9 August 2019;</b> and	States	<b>by 9 August, 2019</b>

Number	Conclusion/Decision	Responsible for action	Deadline
	h) report progress on these actions by NACC/DCA/10 Meeting.	States	NACC/DCA/10 Meeting
C/15	<p><b>ENHANCING CONTINGENCY EFFORTS AND ACTIVITIES</b> That, in order to enhance the existing mechanism for Contingency and response to emergency in the CAR Region:</p>		
	a) IATA join the existing ATS Contingency mechanism led by ICAO with their Contingency Coordination Team initiative to agree on enhanced coordination procedures and create synergies of supporting States and Airlines in occurrence of contingencies; and	IATA	
	b) ICAO report the progress on this enhancement by NACC/DCA/10 Meeting.	ICAO	NACC/DCA/10 Meeting
D/16	<p><b>EXTENSION OF THE MEVA CONTRACT FOR TWO MORE YEARS</b> That, considering that the MEVA communications network is the main CAR Aeronautical Network that provides voice and data communications services in the region and that the current MEVA Service contract will expire in 2020:</p>		
	a) MEVA Member States extend the current MEVA Service contract under the same terms for two more years; and	MEVA Member States	
	b) the MEVA/TMG Ad hoc Group accelerate the activities for the implementation of MEVA IV phase	MEVA/TMG Ad hoc Group	
D/17	<p><b>APPROVAL OF THE ANI/WG NEW STRUCTURE</b> That, with the purpose to impulse the regional strategic objectives and to improve the implementation execution times:</p>		
	a) the new structure of the ANI/WG group implementation is approved, and		
	b) the corresponding ANI/WG Terms of Reference (ToRs) be adjusted with the level of efficiency indicated and that the current work programme is SMART in its formulation of tasks, goals, targets and deliverables, aligned to the GANP and in coordination with the GASP.		
C/18	<p><b>E/CAR/CATG/WG AND E/CAR/NTG PERFORMANCE REVIEW</b> That, in order to optimize the resources and efforts in the implementation and to ensure that activities are result-oriented and of benefit of States,</p>		

Number	Conclusion/Decision	Responsible for action	Deadline
	a) the E/CAR/CATG based on its current work programme and progress achieved, review and present to the NACC/DCA/10 meeting a proposal to optimize the resources and elevate the efficiency of the group, and	E/CAR/CATG	NACC/DCA/10 meeting
	b) the E/CAR/NTG analyze options to follow-up on its activities such as maximizing coordination by electronic means and/or consider conducting face-to-face meetings every two year.	E/CAR/NTG	
C/19	<b>AVSEC ASSISTANCE PLAN UNDER ICAO NACC SAP</b> That, in order to enhance the compliance with Annex 17:		
	a) States that have not yet done so, update/complete their AVSEC project of the ICAO NCLB SAP Action Plan by 30 August 2019;	States	30 August 2019
	b) States that have a low USAP Effective Implementation coordinate with ICAO the necessary training or assistance under the SAP; and	States	
	c) ICAO assist States to complete their AVSEC project of the SAP Action Plan/ by 30 July 2019.	ICAO	30 July 2019
C/20	<b>USAP AUDIT REVIEW AND IMPROVEMENTS</b> That, in order to support the enhancement and improvement process of the USAP Programme for ensuring a comprehensive and integral USAP Programme (Criteria, guidelines, etc.):		
	a) ICAO share the AVSEC Panel recommendations on the improvements to the USAP Programme;	ICAO	
	b) States share any inconformity or comments regarding the USAP Audit programme; and	States	
	c) States support the recommendations for improving the USAP Programme that will be discussed in the upcoming ICAO 40th session of the Assembly.	States	
C/21	<b>STATE COST IMPLICATIONS ASSESSMENT FOR AMENDMENT 17 TO ANNEX 17</b> That, in order to ensure the State's respective response to the Amendment 17 of Annex 17, States consider conducting their assessment on State cost implications to comply with this Amendment.	States	
C/22	<b>COORDINATED STATE AVSEC ASSISTANCE BY TSA/ ICAO NACC OFFICE</b> That, in order to coordinate the assistance on security offered by United States, States that required such assistance coordinated with the ICAO NACC Regional Office for a common assistance under the NCLB/SAP approach.	States	

Number	Conclusion/Decision	Responsible for action	Deadline
C/23	<p><b>IMPLEMENTATION OF THE ICAO TRAVELLER IDENTIFICATION PROGRAMME (TRIP) STRATEGY AND THE ICAO PUBLIC KEY DIRECTORY (PKD)</b> That, in order to enhance the implementation of the ICAO traveller identification programme (TRIP) strategy and the ICAO public key directory (PKD), States:</p>		
	a) comply with the Standard of Annex 9 requiring them to promptly report accurate information about stolen, lost and revoked travel documents, issued by their State, to INTERPOL for inclusion in the SLTD database;	States	
	b) establish a National Air Transport Facilitation Programme and associated committees in accordance with the Standards 8.17, 8.18 and 8.19 of the fifteenth edition of Annex 9 – Facilitation;	States	
	c) endeavour to join the ICAO PKD as a means to authenticate travel documents in order to neutralize the activities of cross-border criminality;	States	
	d) implement the ICAO TRIP Strategy roadmap in order to achieve both enhanced air transport facilitation and aviation security and to prevent the movement of potentially inadmissible persons; and	States	
	e) ensure that their respective Annex 9 compliance checklists are duly completed in the EFOD system by NACC/DCA/10.	States	NACC/DCA/10

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**APPENDIX B**  
**BRIEFING OF PANEL: AVIATION EMERGING ISSUES- HOW STATES ARE MANAGING THESE ISSUES**

Panel composition:

Mr. Carl Burluson (Moderator), acting deputy FAA, United States  
Mrs. Maria Boyle—Chief executive ASSI, United Kingdom  
Mr. Charles Beneby, CAA Director Bahamas  
Mr. Frederic Guinier, Director DSAC, France  
Mr. Francis Regis, Trinidad and Tobago Director General of Civil Aviation  
Mr. Guillermo Hoppe, Costa Rica Director General of Civil Aviation

Overview:

Panel overall the impact of the new technologies and had a discussion about how they are growing fast and change the way how aviation works. The new technologies provide new challenges as example UAS, robotic, biometric and other technologies that now are part of the Aviation actual operation.

Panel discussed about UAS, how it works and their high use growing in the last years. It is an example how technologies could be a catalyst to change our actual work operation, and conclude how UAS and other technologies are changing Aviation systems, aviation works and our normal life. Technologies and innovators find new and novel ways to approach an aviation issue, improve safety and be more efficient.

Panel introduce the importance to development an early regulation to face the new technologies, training and adequate education, also improve how the way States are making business and improve their operations.

The end goal of the discussion was to emphasize the need for State's and industry to work together at an early stage to ensure that regulations do not hinder or limit the capabilities while still ensuring continued airspace safety.

Finally Panel suggested to ICAO support States and the importance that ICAO could have Leader role, promoting technologies, improve safety, providing efficacy mechanist to improve technologies use and development standards for security use of these new technologies.

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**APPENDIX C**  
**PANEL “ENHANCING THE STATE PROMOTION FOR THE DEVELOPMENT OF AIR TRANSPORT MATTERS”**  
**BRIEFING**

Panel composition:

Mr. Meshesha Belayneh (Moderator), Deputy Director of the Technical Cooperation Bureau, ICAO  
Mr. Jose Antonio Ruiz, Safety and Flight Operations Director for the Americas Region, IATA  
Mr. Rodrigo Vásquez, Director General of the *Dirección General de Aeronáutica Civil* (DGAC), Mexico  
Mr. Carlos Salazar, Director General of the *Instituto Nicaragüense Aeronáutica Civil* (INAC)  
Mr. Nari Williams-Singh, Director General of the Jamaica Civil Aviation Authority (JCAA)  
Mr. Armando Daniel López, President of the *Instituto de Aeronáutica Civil de Cuba* (IACC)

Overview:

Panel aimed at exchanging points of view and perspectives for the development of air transport in the region and identifying the challenges on regional collaboration in the implementation of air transport issues.

Initially, Nicaragua offered a view on the interactions with government authorities, explaining that the current legislation established an Advisory Council composed of various governmental authorities that meet twice a month. In these meetings, all national transportation policies are reviewed. In addition, INAC seeks to interact bi-weekly with those authorities, in order to maintain close coordination, which has generated excellent results. He also stressed the need to interact with airlines, especially in the exchange of information. Nicaragua highlighted the importance of involving the government's economic and tourism areas in the guidelines for the development of air transport.

In the context of Cuba's aviation, the Meeting was reminded that there is an economic blockade imposed by the United States for more than sixty years, making access to certain technologies difficult, forcing the country, for example, to buy computers in China, instead of acquire it in some nearby country. However, it was stressed that the support of the aviation authorities of all the States of the region, including the professional relationship maintained with the American FAA, NTSB and TSA and the manufacturer Boeing has been very important for the Cuban aviation. The Cuban government has invested heavily in facilitation and aviation infrastructure in recent years as a way to promote tourism, now counting ten international airports. Today there are 66 airlines from around the world flying to Cuba. Interaction with ICAO has also been an important factor for Cuban aviation, especially in the area of training.

An overview of the current status of the Mexican civil aviation system was provided, informing the audience of the movement towards the establishment of an autonomous federal agency to conduct the civil aviation in Mexico, replacing the actual DGAC. This process is already advanced, taking advantage of the country's current political situation. In this next Assembly, Mexico will seek to ratify its commitment as a state to participate more actively in working groups and to be able to permanently develop activities in the benefit of the region.

Under the perspective of Jamaica, the region faces a need to increment the airspace capacity and to consider investments and national and international obligations in the planning of the budget, showing

politicians of the direct and indirect influences of aviation and the returns it provides to the States, especially to tourism and economy. In Jamaica, stakeholders from the aviation segment, as well as tourism and financial government authorities play an active role in the development of aviation, and there is constant dialog with them. The slow pace of the regulatory process (e.g. certification of air operators) is seen as an obstacle to the industry and has been addressed in Jamaica through the Enterprise Resources Planning System that allows shortening process time without compromising safety. According to Jamaica, more liberal economic policies should replace the current restrictive policies in place.

On the part of the industry, the contribution of air transport to the socioeconomic development of the countries is very clear to the Meeting, but there is a need to take this message to the governments. The industry sees as a big challenge the strong need to rapidly adapt to the changes constantly brought by the technology evolution, and that means that States need to invest in technology and infrastructure. Air transport industry must be developed under a harmonized environment where collaboration among States and industry is constantly fostered. It is therefore essential that governments support aviation development national and internationally.

Panel discussed the lack of direct connectivity in the Caribbean, where people is usually forced to flight either through Miami or through Panama City to reach most of the States. It was appointed as the major causes:

- the charges to airlines, making the operation prohibitive; it was stressed by the IATA that for every dollar in which an airline is taxed, the State stops earning \$ 100;
- scheduling of airlines being not as coordinated as it could be;
- the lack of greater ease of moving between the islands; and
- the lack of a regulatory standardized frame trustable for the airlines

The Panel concluded that air transport is a catalyst for the economic development and there is a need for States to mobilize their governments in order to support aviation. Cultural changes are also necessary to change the slow pace of the existing regulatory mechanisms, as well as to adopt a more liberal approach to regional air transport, which requires political will to make a definitive commitment to break all the barriers in place.