

INTERNATIONAL CIVIL AVIATION ORGANIZATION
FOURTH MEETING OF DIRECTORS OF CIVIL AVIATION OF THE
CENTRAL CARIBBEAN

(Grand Cayman, Cayman Islands, 17-20 May 2000)

Agenda Item 1: Review of Conclusions and Decisions of previous C/CAR DCAs
Meetings

(Presented by the Secretariat)

SUMMARY

This Working Paper reviews the Conclusions and Decisions of previous C/CAR DCAs Meetings, in order to determine the actions taken in this respect

Conclusion 1/1: Creation of National CNS/ATM Planning Committees

That States and Territories of the Central Caribbean, establish National CNS/ATM Planning Committees by mid-July 1997 and inform the ICAO Regional Office in Mexico City, the name of the Committee Chairperson for transmission to the GREPECAS CNS/ATM Implementation Coordination Subgroup.

Comment: This conclusion was completed.

Conclusion 1/2: Completion of National CNS/ATM Transition Plans

That States and Territories of the Central Caribbean complete their National CNS/ATM Transition Plans by 15 December 1997, provide the Plans to the ICAO Regional Office in Mexico City for integration into a Regional Central Caribbean CNS/ATM Transition Plan and submit it to the GREPECAS CNS/ATM Implementation Coordination Subgroup.

Comment: States/Territories should inform the Meeting the status of this Conclusion. The Meeting could recommend a periodical review of National CNS/ATM Transition Plans.

Conclusion 1/5: Guidance Document on the Authorized use of GPS

That the Directors of Civil Aviation of the Central Caribbean, publish an appropriate Aeronautical Information Circular (AIC), as has been accomplished by several CAR/SAM States, specifying the equipment requirements, certification, training, and use of GPS systems, by no later than 1 September 1997.

Comment: States/Territories that have not published their AIC specifying the requirements to use the GPS systems, are requested to do so not later than 13 July 2000 and inform the NACC Office.

Conclusion 1/7: Coverage charts

That :

- 1) States not submitting air/ground and VOR coverage charts to the Meeting, as indicated in para. 3.1.1 above, should submit such charts to the ICAO NACC Office before 30 April 1997;
- 2) Charts should be circulated to CAR States and GREPECAS; and
- 3) Where applicable, charts showing SSR coverage should also be submitted.

Comment: States/Territories should inform on the status of this Conclusion.

Conclusion 1/9: Routing and addressing details of AFTN/X.25 data links when using MEVA Network

That a small group of experts from the FAA and ICAO meet before mid-June 1997 to define the routing, addressing, and other details necessary for the transmission of AFTN through the MEVA Network.

Comment: This Conclusion is completed.

Conclusion 1/10: Establishment of a Sub-regional Flight Safety Surveillance Authority in the Central Caribbean

The Directors of Civil Aviation of the Central Caribbean, cognizant of their responsibilities to comply with ICAO Annexes 1, 6, and 8, and the importance they represent to their States and Territories, agree:

- a) in principle, to the adoption of the concept on the establishment of a Sub-regional Flight Safety Surveillance Authority for the Central Caribbean;
- b) to provide comments, modifications, or amendments to any section of the Project Document as shown in Appendix A (document in English only) to this part of the Report, so that it will comprise a fully workable project; and
- c) to provide a reaction to the proposed project to the ICAO Regional Office in Mexico City by 30 May 1997.

Note: The Bahamas, Curacao, and Jamaica reserved their right to comment at a later date.

Comment: This matter will be dealt with in Agenda Item 7.

Conclusion 1/11: Airport Emergency Plans

That:

- a) the Directors of Civil Aviation of the Central Caribbean, recognizing the requirement for a current Airport Emergency Plan, agree to make every effort to ensure that their Airport Emergency Plans are up to date and meet all international requirements; and
- b) advise the ICAO NACC Office when the above action is complete, but at the latest by the Second Meeting of Directors of Civil Aviation of the Central Caribbean.

Comment: States/Territories are requested to confirm to the Meeting if they have fulfilled what was requested in a), and if so, comply with b).

Conclusion 2/4: Establishment of a Group of Safety Oversight Personnel

That, in view of the need of some States and Territories of the Central Caribbean to more fully comply with their international commitments regarding Annexes 1, 6, and 8, each State and Territory should:

- a) select an inspector or expert in Personnel Licensing, Operations, or Airworthiness to form part of a group to be provided Safety Oversight assessment orientation by the ICAO Regional Office in Mexico City, so as to be able to:
 - i) initiate a Safety Oversight self-evaluation program in their respective State or Territory, and
 - ii) provide advice to their respective Administrations on the viability of participating in a Regional or Sub-regional Safety Oversight System as an option for compliance with Annex 1, 6, and 8, and
- b) inform the ICAO Regional Office in Mexico of the individual selected to form part of the group by 1 July 1998.

Comment: This matter will be dealt with under Agenda Item 7.

Conclusion 2/5 Coordination with the CARICOM Working Group on a Regional Safety Oversight System

That in light of the similarity of the effort by the CARICOM Working Group on a Regional Safety Oversight System and the ICAO Technical Cooperation Project RLA/98/901 "Establishment of a Sub-regional Safety Oversight Authority for the Central Caribbean", and in order to avoid duplication of effort, close coordination between ICAO and interested Caribbean States and Territories and the CARICOM Working Group on a Regional Safety Oversight System, should be implemented.

Comment: This Conclusion has been completed.

Conclusion 2/9 A review of the Y2K (Millennium) Problem by the 3rd DCA C/CAR Meeting

That each State and organization represented at the 3rd DCA C/CAR Meeting give a progress report on the work underway in their civil aviation administrations in regard to the Y2K Problem (Millennium Problem).

Comment: This Conclusion has been completed.

Conclusion 3/1: Year 2000 Problem (Y2K)

That:

- a) States in the Central Caribbean use State Letter dated 29 January 1999 to make a critical evaluation of each State Y2K preparedness of its aeronautical services, air navigation services and international and alternate aerodromes services, according to what was stated by Resolution A32-10, and that the results of compliance obtained be provided through the relevant aeronautical information no later than 1 July 1999;
- b) that the States of the Central Caribbean accelerate the preparation of their National Y2K contingency plans;
- c) that ICAO make the necessary coordination to allow that the regional Y2K Contingency Plans of the CAR and SAM Regions be harmonized;
- d) that all the forums available in the CAR region be used to divulge the subject of the year 2000 problem and the necessary actions for the compliance of the Y2K requirements.

Comment: This Conclusion has been completed.

Conclusion 3/2: Communications problems in the NW part of the Curaçao FIR

That with the aim of finding a solution to the communications problem in the NW part of the Curaçao FIR, the following actions are agreed:

- a) It is not considered necessary to change the Curaçao FIR boundaries;
- b) Option 1* of the CCATF/2 Meeting be considered as the most viable solution to resolve the problem of the NW part of the Curaçao FIR, nevertheless, the communication aspects need to be properly documented to demonstrate that the air/ground communication requirements in this area are met;
- c) That the ICAO NACC Regional Office convene an Informal Meeting between the States/Organizations affected by this situation so that it presents and analyzes the studies mentioned in b) above with the aim of making the final recommendations on this matter prior to the CAR/SAM/3 Meeting.

- d) The studies mentioned in b) and c) should consist in preparing very detailed surveys by the users (IATA) and the Netherlands Antilles of the air/ground contacts in the NW area of the Curaçao FIR, carry out flight checks to determine the communications coverage in this part of the Curaçao FIR, conduct a study on the technical feasibility and of cost/benefit by Netherlands Antilles to install a radio station in Haiti as suggested in the Option 1 mentioned in b) above;
- e) IATA will carry out the negotiations with the FAA so that the flight check can be performed and communicate to the Netherlands Antilles the results of these negotiations.

* Option 1: Curaçao FIR NW airspace remains unchanged. "Curaçao Administration shall install a VHF A/G ER Equipment (in Haiti) to be operated by Curaçao ACC to cover the northwestern portion of FIR."

Comment: The flight check referred in c) has not been performed, therefore, the Regional Office has not been able to organize the meeting mentioned in c).

Conclusion 3/3: Actions to resolve the problem of deficiencies in the AFTN message routing in the C/CAR Region

That,

- a) States experiencing problems with the AFTN message routing through the circuits assure that in their centers and AFTN stations ICAO SARPs referred to the AFTN established in ICAO Annex 10 be applied;
- b) the United States review the AFTN messages routing programme in the Atlanta NADIN Center with the tributary circuits that as contained in the Table are experiencing AFTN message routing problems; and
- c) the ICAO NACC Regional Office coordinates with the ICAO SAM Regional Office the review of the AFTN message routing Plan of the CAR/SAM Regions.

Comment: The AFTN message routing Plan has been reviewed. The CAR Region Plan is in the process of being published by ICAO. Therefore, this conclusion is considered completed.

Conclusion 3/4: Domestic and International SSR Codes Assignment for Central Caribbean

That,

- a) the States in the Central Caribbean use the Domestic SSR Codes Shown in the **Appendix A** to this part of the Report;
- b) the ICAO NACC Regional Office include the family of International SSR Code recommended for Haiti, shown in Attachment A to this part of the Report be included by family of ICAO NACC Office in the CAR/SAM/3 Working paper on the matter for its final allocation; and
- c) the ICAO NACC Regional Office informs through the appropriate means to the adjacent States of the Domestic SSR Codes agreed by the Central Caribbean.

Comment: a) has been completed.
b) and c) completed through the CAR/SAM/3 RAN Meeting Report (FASID – Table ATS-1 SSR Code Assignment System)

Conclusion 3/5: Implementation of new ATS route segments

That, the States involved in the implementation of the ATS route segments Miami - Port-au-Prince, Santiago de Cuba - Port-au-Prince and Puerto Plata VOR - Cap Haitien VOR - Santiago de Cuba VOR continue their efforts for the future establishment of these route segments and inform the progress of its work in the next meeting of Directors of Civil Aviation of the Central Caribbean.

Comment: Cuba, Haiti and the United States should inform the Meeting on the status of implementation of these ATS route segments.

Conclusion 3/6: Shortcomings and Deficiencies in the Central Caribbean Region

That:

- a) States in the Central Caribbean make efforts to resolve the shortcomings and deficiencies affecting them and presented in Appendix B to this part of the Report and that the ICAO NACC Regional Office be informed accordingly; and
- b) the ICAO NACC Regional Office distribute on a frequent basis the Table of Shortcomings and Deficiencies with the aim that Administrations follow-up and

determine the way to solve the problems in a more expeditious manner.

Comment: States/Territories should inform the Meeting on their work towards the resolution of shortcomings and deficiencies. ICAO, according to Rec. 13/9 of the CAR/SAM/3 RAN Meeting is reviewing the methodology for identifying shortcomings and deficiencies.

Conclusion 3/7 : **Actions to apply and develop the automation of AIS and to implement the NASC in the C/CAR Region**

That the States/Territories,

- a) take the relevant actions in order to develop and implement their AIS National Automated System Center (NASC) as part of an AIS Automated and Integrated System;
- b) in order to carry out the task in a), consideration should be given to the Coordinated Plan for Implementation of the National and Regional Data Bank Centers (NASC/RASC) for the CAR/SAM Regions, approved by the GREPECAS;
- c) moreover, to take into account experience obtained by Cuba in the development and implementation of the NASC; as well as the offer of Cuba to co-operate with the States/Territories of the Region.

Comment: This matter will be dealt with under Agenda Item 6.

Conclusion 3/8: **Invitation to COCESNA to participate in the task group of automation of the C/CAR Region**

That the ICAO NACC Regional Office formally invite COCESNA to participate in the Task Force on AIS Automation of the C/CAR Region.

Comment: This Conclusion has been completed.

Decision 3/9: **Creation of a Task Force on AIS Automation of the C/CAR Region**

- a) to create a Task Force on AIS Automation in order to develop an Implementation Plan of AIS Automation for the C/CAR States.

- b) The Task Force will develop its work according to the Reference Terms, Work Program and Composition that appear in the **Appendix A** to this part of the Report. The Rapporteur will be Cuba.
- c) The Plan should be concluded so that it may be presented for the consideration of the Fourth Meeting of the Director of Civil Aviation of the Central Caribbean, to be held in the year 2000.

Comment: This Decision has been completed. The Task Force Rapporteur will present the Report under Agenda Item 6.

Conclusion 3/10: Cooperation Agreement between Aeronautical Geographic/Geodetic Authorities

That the C/CAR States:

- a) promote and establish coordination, as well as an agreement between the national Aeronautical Authorities and the Geographic/Geodetic Authorities, based on the example of the Attachment A and the experience that Cuba has obtained, in order to continue with the transformation of the rest of WGS-84 coordinates, needed to complete the implementation of such world geodetic system in its respective States/Territories;
- b) take measures to incorporate to the corresponding AIPs the verified WGS-84 data, in order to give official validation to the WGS-84 coordinates already determined in the C/CAR States/Territories;
- c) with common boundaries coordinate the WGS-84 Data, prior to publishing in the corresponding AIPs; and
- d) consider that the Agreement mentioned in a) above will allow domestic personnel to acquire knowledge and experience for maintenance and future update of the established data in the WGS-84 world system.

Comment: This matter will be dealt with under Agenda Item 6.

Conclusion 3/11: Support ICAO position in regard to the International Telecommunication Union (ITU) World Radiocommunication Conference (2000) (WRC-2000)

That States, when defining their policies on the management of the spectrum and when

preparing for the International Telecommunication Union (ITU) World Radiocommunication Conference (2000) (WRC-2000) pay priority attention and adopt the ICAO recommended actions suggested in **Appendix A**, in order to accomplish with the national spectrum Administrations, a national and regional policy consistent with ICAO position in defend of the critical interest matters for international civil aviation.

Comment: States/Territories should inform the Meeting the status of this Conclusion.

Conclusion 3/12: **Application of ICAO regional coordination procedures for the assignment and international coordination of aeronautical frequencies**

That States/Territories take national measures and apply the international coordination procedures of aeronautical frequencies, as well as ICAO and IUT recommended measures for the suppression of interference in aeronautical frequencies presented in **Appendixes B and C**.

Comment: States/Territories have taken note of this Conclusion, therefore, it is considered completed.

Conclusion 3/13: **Safety Oversight**

- a) The Central Caribbean States which so require, will make an effort to conclude agreements with other States to establish a sub-regional Safety Oversight Authority through collective financial agreements;
- b) The Central Caribbean States which so require, will initiate immediate agreements to update their aeronautical legislation to allow them to comply with their safety oversight.

Comment: This matter will be dealt with under Agenda Item 7

Conclusion 3/14: **Regional SAR Activities**

That:

- a) regular meetings of the SAR Task Force be carried out in order to develop a SAR plan for the C/CAR region which includes the steps and resources necessary for effective SAR services;

- b) encourage the SAR Task Force to establish communications with CDERA and other interested entities in order to benefit from their expertise; and
- c) regular communication and joint activities with the E/CAR SAR Task Force be established to exchange ideas and possibly develop a Caribbean-wide SAR plan.

Comment:

This matter will be dealt with under Agenda Item 5.
