



**Agenda Item 6: Air Navigation Matters**

**6.1 Seventh Central Caribbean Working Group Meeting  
 (C/CAR/WG/7) Report**

**EXECUTIVE SUMMARY OF THE SEVENTH C/CAR WORKING GROUP MEETING**

(Presented by the Chairman of the C/CAR/WG)

<b>SUMMARY</b>	
This working paper presents a summary on the discussions held and the Draft Conclusions formulated by the Seventh Meeting of the C/CAR Working Group.	
<b>References:</b>	
<ul style="list-style-type: none"> <li>• Report of the Seventh Meeting of the C/CAR Working Group (C/CAR/WG/7) – (Mexico City, Mexico, 13 to 16 July 2009).</li> </ul>	
<i><b>Strategic Objectives</b></i>	<i>This working paper is related to Strategic Objectives D.</i>

**1. Introduction**

1.1 The Seventh Central Caribbean Working Group Meeting (C/CAR/WG/7), was held in Mexico City, Mexico, from 13 to 16 July 2009, with the participation of 28 delegates from 8 States/Territories of the CAR Region, one SAM Region State and 3 International Organizations. As a result of the C/CAR/WG/7 Meeting, the group adopted the Report, containing the most relevant matters, as well as the Draft Conclusions presented in the **Appendix A** to this Working Paper, for consideration and approval by the Civil Aviation Authorities of the C/CAR States/Territories.

**2. Summary of Discussions**

2.1 The Meeting was presented with the new GANDD application based on the requirements of the “Uniform Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies”, which is divided into two parts consisting of the “**Desktop**,” (regional management application), and the “**Web**,” (interface for States/Territories to report amendments).

2.2 Regarding Safety Management, the Meeting was briefed on the actions approved by GREPECAS Conclusion 15/36 to reduce the occurrence of LHD events caused by errors in coordination messages between ATC units, in order to achieve the accepted target level of safety (TLS). The Meeting also noted that some States and International Organizations had already completed follow-up actions and that according to the latest reports which show LHD events occurring below RVSM airspace; the trend of reporting these events is uncertain, and it is the States' responsibility to ensure safety in the airspace under its jurisdiction. Moreover, there are no GREPECAS guidelines that CARSAMMA should monitor airspace at/or below FL 290 or above FL410.

2.3 During discussions on Aerodromes Certification, the Meeting was directed towards the need to increase the level of awareness from the States/Territories, at a regulatory and operational level, related to the need for aerodrome certification and to implement ICAO requirements defined in Annex 14 and the Air Navigation Plan.

2.4 In respect to the development of Global Air navigation, the Meeting took note that the ICAO planning objective is to achieve **a performance based** global air traffic management (ATM) system which will be accomplished through the implementation of air navigation systems and procedures in a progressive, cost-effective and cooperative manner, in which the Global ATM Operational Concept is the vision, the Global Air Navigation Plan is the strategy to be followed and the regional and national State plans are considered to be the action plans. All these work plans should be based on performance objectives which could change depending on the ATM system's evolution; therefore, throughout the implementation process, these should be coordinated with and be available to all interested parties.

2.5 Subsequently, the Meeting reviewed the NAM/CAR Air Navigation Implementation Plan, for which a follow-up was made to Decision 3/3 of the NACC/DCA/3 Meeting and updated the NAM/CAR/3 Performance Based Implementation Plan to ensure coordination among air navigation services, such as ATM, CNS, AGA, AIM and MET, toward a seamless ATM system in line with operational initiatives of the Global Air Navigation Plan.

2.6 Furthermore, following GREPECAS Conclusion 13/25, the Meeting decided to include in the implementation plan the Guidance Material for the New Flight Plan Model prepared by ICAO. This way States, Territories and International Organizations in the CAR/SAM Regions will initiate actions to implement the new flight plan model and associated ATS messages so as to ensure a smooth transition at regional and national levels. It was mentioned that this transition strategy will be developed in accordance with ICAO global guidelines and GREPECAS regional guidelines for a harmonised implementation in November 2012.

2.7 Regarding Air Traffic Management, the Meeting took note that States, depending on their own implementation needs, develop their action plan based on the CAR/SAM PBN road map during 2009, and take measures to optimize the ATS routes network in the different FIRs. An additional requirement is to issue navigation specifications to RNAV routes currently implemented, and a very relevant aspect of which are the regulations and operational procedures in the AIPs, so as to allow operational enhancements to the airspace capacity and benefits for aircraft operators in the short term. It was concluded that States will comply with PBN implementation in accordance with the ICAO Assembly Resolution.

2.8 The Meeting was also informed of the proposal to amend the ICAO CAR/SAM Air Navigation Plan, NACC 08/03-ATM, which was approved by the President of the Council, on 11 May 2009; and will be incorporated in the next consolidated amendment to be issued in Doc 8733. The meeting noted that the amendment highlights a good example of an implementation task list and performance measurement.

2.9 It was noted that the work related to the discussions held during the Meeting require that States/Territories/International Organizations complete the ATFM Questionnaire which was included in Appendix C to that part of the final report, and it was requested that it be sent to the ICAO NACC Regional Office by 31 October 2009. Another document directly related to ATFM implementation Strategy is an ATFM Manual, included in Appendix D to that part of the final report, which may be used by States, Territories and International Organizations to develop ATFM operational procedures in the C/CAR.

2.10 Regarding CNS matters, the progress in the inter-connectivity activities of the MEVA II/REDDIG networks was reviewed by the Meeting, and the final phase of the inter-connection is planned to be concluded for September 2009, with new initial requirements related to the MEVA II/REDDIG. Also, the Meeting was informed that that MEVA II and REDDIG network administrations will develop a preliminary action plan to complete the study for network integration. This integration will be carried out after a five year period, once the inter-connection of both networks is operating.

2.11 COCESNA informed the Meeting of the different activities and investments contained under the project “CNS/ATM System Improvement for Honduras”, for the implementation, replacement and maintenance of several CNS/ATM components of the international airports of Honduras. That project includes assistance in different ATM operational aspects, aimed at the reorganization of Honduras airspace and service improvements through the different ATC facilities. The detail of this information was presented in IP/12 of the Meeting.

2.12 The Meeting was also informed of the efforts made by ICAO in the implementation of several electronic applications within the eANP environment. Frequency Planning being one of these applications will allow the coordination and management of frequency assignments between States and ICAO in a more agile and coordinated manner by releasing updated information quickly. Since this application is still at a prototype level (version 2.11) the Secretary provided this version and requested comments and observations from Dominican Republic, Jamaica and COCESNA, aimed at its improvement.

2.13 The C/CAR/WG/7 Meeting was informed on the Air Surveillance Regional System (SRVA), which is an initiative for the implementation of a regional coordination centre that will support the civil aviation operations in the Central America FIR, Panama FIR and Santo Domingo FIR with representatives of civil aviation, Military and/or security. The SRVA tasks include SAR missions, humanitarian assistance, support for natural disasters, security and surveillance, among others. The SRVA is also looking to build a technical compatible platform with a common interface for radar data sharing with the adjacent FIR radar systems.

2.14 With respect to Aerodromes and Ground Aids, a CAR/SAM Survey was presented to the Meeting required by a GREPECAS recommendation. The objective of the survey is to consult with States/Territories regarding the level of compliance of ICAO standards and recommended practices for aeronautical studies by airport operators as well as from the relevant aeronautical authority. It was noted that an aeronautical study may in some cases be carried out when aerodrome standards cannot be met in relation to the development or expansion of an aerodrome. Such a study is most frequently undertaken during the planning of a new aerodrome or during the certification of an existing aerodrome.

2.15 Likewise, a survey in support of the upcoming AGA Subgroup Meeting was discussed. The objective is to consult with States/Territories regarding the level of compliance of ICAO SARP's by airport operators, as well as regulations of the aeronautical authority, regarding apron congestion, implementation of SMS and apron accidents/incidents statistics. The results of the questionnaire will permit the AGA Subgroup Task Force to analyse problems that States/Territories are facing, and will contribute to the improvement in managing these issues.

2.16 Concerning the Aeronautical Meteorological matter, the Meeting was aware that the Global Air Navigation Plan demands immediate access to high-quality OPMET data (METAR, TAF, SIGMET, etc.) which assist air traffic services in tactical decision-making for aircraft surveillance, air traffic flow management and flexible and dynamic routing that will contribute to the optimization in the use of airspace. The Meeting also took note that the ICAO NACC Regional Office has provided assistance to States so that meteorological reports (METAR) and aerodrome forecasts (TAF) from all NAM and CAR States and Territories are available at OPMET data banks and also noted the need for improvements in the preparation and dissemination of SIGMET messages on hazardous meteorological conditions and volcanic ash clouds.

2.17 In dealing with AIM matters, the Meeting was briefed on the pending tasks for States' urgent action. Also discussed were coordinating actions among Air Navigation areas that allow to implement the most relevant tasks to support ATM projects. The Secretariat requested C/CAR States to report to the ICAO NACC Regional Office the updated implementation status of AIS/MAP (AIM) issues, as well as to report the difficulties such as processing and digital production of integrated documentation package (IAIP): AIP, AMDs, SUP to AIP, AIC, PIB, NOTAM (checklists), aeronautical cartography, planning and creation of Geographic Information System (GIS), the Quality Management Systems (QMS) programmes, and surveying and publication of obstacles data in the WGS84 system and Electronic Terrain and Obstacle Data (e-TOD). Particularly, it was emphasized that a Performance Objective has been integrated on WGS84 and e-TOD within the Regional Plan.

2.18 Regarding Human Resources and Training, it was discussed that each organization should develop a current organizational structure analysis in order to determine any shortcomings and maintain a training programme that ensures personnel are trained and competent to perform their duties. To design effective training programmes, these should be dependent upon the level of specialization, new technology, new procedures and practices, the effectiveness of human and machine interaction and a segment on inter-cultural communication.

2.19 The C/CAR/WG/7 Meeting reviewed and updated the status of outstanding conclusions and decisions of the Central Caribbean meetings and provided comments and followed-up and reviewed its current status. The results of this review were included in the Final Report.

2.20 The Meeting reviewed the Work Programme of the Working Group with different comments by the participants, and some modifications were integrated reflecting what was discussed during the C/CAR/WG/7 Meeting. A Draft Conclusion was formulated, wherein the updated version of the Terms of Reference, Work Programme and Membership of the C/CAR Working Group is presented as **Appendix B** to this working paper.

2.21 Finally, the Meeting was informed on the importance of confirming the focal points designated by the States/Territories/International Organizations for the C/CAR/WG. To this end, C/CAR States/Territories/international organizations were encouraged to send the names and e-mail addresses of the members of the Working Group to the ICAO NACC Regional Office.

### **3. Next Meeting venue**

3.1 The Meeting was informed on the rotation programme of meetings, which is included as **Appendix C** to this working paper. The United States kindly offered to host the next C/CAR WG/8 Meeting, in Miami from 17 to 20 May 2010.

### **4. Suggested actions**

4.1 The C/CAR/DCA/10 Meeting is invited to:

- a) take note of the information contained in this working paper; and
- b) review and approve the 7<sup>th</sup> C/CAR Working Group Meeting draft conclusions, revised terms of reference, work programme and membership shown in Appendices A, B and C to this working paper; and

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**APPENDIX A**

**DRAFT CONCLUSIONS OF THE C/CAR/WG/7 MEETING**

**DRAFT**

**CONCLUSION C/CAR/WG/7/1**

**REVIEW OF THE CAR REGION AIRSPACE WITH A  
PERFORMANCE-BASED APPROACH**

That, taking into account the results of RNP implementation in the Gulf of Mexico airspace,

- a) the States/Territories of the C/CAR develop their respective work programmes with a performance-based approach for the review of the airspace for the CAR Region, and provide ICAO a report on the progress achieved during the second half of 2010; and
- b) ICAO provide the required assistance for developing a new seamless airspace in the CAR Region and follow-up the developed tasks.

**DRAFT**

**CONCLUSION C/CAR/WG/7/2**

**SEMINAR ON AVIATION RADIO ELECTRIC  
SPECTRUM MANAGEMENT AND PREPARATION FOR  
THE WRC-2011**

That, in view of the preparation and support for the ICAO position for the ITU World Radiocommunication Conference 2011 (WRC-11):

- a) the ICAO NACC Regional Office request headquarters to organize in the NACC Office by the first semester of 2010, a bilingual Seminar for the CAR Region on Aviation Radio Electric Spectrum Management, in which all the necessary topics are included to prepare States to understand and support the ICAO position for the ITU WRC-2011; and,
- b) States/Territories/International Organizations facilitate the participation of their experts in this seminar, as well as inform the designated point-of-contact to support the ICAO position.

**DRAFT**

**CONCLUSION C/CAR/WG/7/3**

**PROTECTION OF WAFS WORKSTATIONS**

That the Civil Aviation Authorities of States/Territories, in coordination with the Meteorological Authorities, adopt the necessary measures to protect their WAFS workstations against lightning strikes, current surges and voltage spikes in the electrical power supply.

**DRAFT**

**CONCLUSION C/CAR/WG/7/4**

**SUPPORT TO METEOROLOGISTS TO ATTEND THE ICAO SEMINAR/WORKSHOP ON THE DEVELOPMENT OF A QUALITY ASSURANCE SYSTEM TO ENHANCE THE AERONAUTICAL METEOROLOGICAL SERVICE**

That the States' Civil Aviation Authorities, in coordination with the Meteorological Authorities, make their best effort to ensure that aeronautical meteorologists of their States participate in the ICAO Seminar / Workshop on the Development of a Quality Assurance to enhance the Aeronautical Meteorological Service, to be held in Jamaica, 25-27 November 2009.

**DRAFT**

**CONCLUSION C/CAR/WG/7/5**

**TERMS OF REFERENCE AND WORK PROGRAMME OF THE C/CAR WORKING GROUP**

That the C/CAR States/Territories/International Organizations adopt the revised Terms of Reference and Work Programme included in **Appendix F** to this part of the report, and the meeting host rotation list shown in **Appendix G** to this part of the report, for the C/CAR Working Group.

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## APPENDIX B

### REVISED TERMS OF REFERENCE AND WORK PROGRAMME OF THE CENTRAL CARIBBEAN WORKING GROUP (C/CAR/WG)

#### 1 Background

The Central Caribbean Working Group was established by Conclusion 4/10 of the Fourth Meeting of Directors of Civil Aviation of the Central Caribbean, held in the Cayman Islands from 17 to 20 May 2000, to deal with the development of air navigation systems/service issues in the Central Caribbean. The aforementioned Meeting also agreed that ICAO should assist in the establishment of the Working Group and provide Secretariat services.

#### *Conclusion 4/10                      Establishment of a Central Caribbean Work Group (C/CAR/WG)*

*That,*

- a) an informal work group dealing with the air navigation areas be established for the Central Caribbean;*
- b) the ICAO Regional Office prepare the Terms of Reference and Work Programme for the work group and provide Secretariat services;*
- c) the ICAO Regional Office, by 30 July 2000, should circulate the Terms of Reference and Work Programme for the work group to all States/Territories in the Central Caribbean as well as to relevant International Organizations for comments and invite them for the nomination of members of the working group;*
- d) the work of the C/CAR ATS Task Force be incorporated into the tasks of the work group and that the ATS Task Force be disbanded, with the appropriate note of gratitude being sent to its members by the ICAO Regional Office on behalf of the States/Territories of the Central Caribbean; and*
- e) a meeting of the work group be scheduled prior to the Fifth Meeting of the C/CAR Directors of Civil Aviation.*

#### 2. Terms of Reference

- a) coordination of the implementation of the CAR/SAM Air Navigation Plan and other relevant regional documentation, in compliance with ICAO SARPs, as required;
- b) facilitation for the development of emerging aviation issues focusing on continued improvements to operational efficiency through coordinating harmonised procedures and promote interoperability of networks and implementation of new technologies;

- c) development of implementation initiatives and associated technologies to improve safety, increase operational and economic efficiency and/or capacity of regional Air Navigation Services;
- d) coordination to implement the performance objectives related to Regional Air Navigation Services with regard to GPIs;
- e) share information on implementation initiatives for enhancing compatibility of air traffic operations; and
- f) technical advice to the C/CAR Directors General as applicable, initiatives to the CAR Regional Implementation Plan and any other necessary steps for implementation.

### **3. Work Programme**

- a) consider the deadlines for implementation of facilities, services and procedures to improve ANS in the CAR Region;
- b) develop guidelines and recommendations for States/Territories to implement their national plans;
- c) recommend the implementation of air navigation facilities and services to ensure interregional harmonization, taking due account of performance metrics, environmental benefits and operational issues;
- d) provide recommendations to improve human resources planning and development in line with ICAO guidelines;
- e) associate in a logical manner the implementation of initiatives with the seven components of Doc 9854, (AOM, DCB, AO, TS, CM, AUO ATMSDM) as appropriate;
- f) quantify cost/benefit analysis in terms of performance measures, deadlines, responsible body for implementation and results as well as human factors performance;
- g) report the work programme progress to the NACC Working Group.

### **4. Working Methods**

- a) the Chairperson of the C/CAR/WG will be a representative from the State/Territories designated by the Meeting for a three-sessions period;
- b) avoid duplication of work and maintain a close coordination between States/Territories/International Organization and users to optimised the use of available resources and experience;

- c) carry out the coordination of tasks using electronic tools and teleconferences to guarantee an efficient exchange of information, when required, etc.;
- d) the meetings will be convened every year or when necessary and the ICAO Regional Office will provide Secretariat services.

**5. Membership**

Aruba, Bahamas, Cayman Islands, Colombia, Cuba, Dominican Republic, Haiti, Jamaica, Mexico, Netherlands Antilles, Panama\*, Turks and Caicos Islands, United Kingdom, United States, Venezuela\*, ACI, COCESNA, IATA, IFALPA and IFATCA.

\* To be invited.

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**APPENDIX C**

**PROGRAMME FOR THE ROTATION OF FUTURE MEETINGS OF THE CENTRAL  
CARIBBEAN WORKING GROUP**

<b><u>Meeting</u></b>	<b><u>States/Territories</u></b>
8 <sup>th</sup> Meeting	United States
9 <sup>th</sup> Meeting	ICAO NACC Regional Office, Mexico City
10 <sup>th</sup> Meeting	Aruba
11 <sup>th</sup> Meeting	Bahamas
12 <sup>th</sup> Meeting	Turks and Caicos Islands
13 <sup>th</sup> Meeting	ICAO NACC Regional Office, Mexico City
14 <sup>th</sup> Meeting	Cayman Islands

— END —