



International Civil Aviation Organization

North American, Central American and Caribbean Office (NACC)

**Seventh Central American Air Navigation Experts Working Group Meeting  
(CA/ANE/WG/7)**

**Ninth Central Caribbean Working Group Meeting (C/CAR/WG/9)**

ICAO NACC Regional Office, Mexico City, Mexico, 5 to 9 March 2012

### Agenda Item 3 Air Navigation Matters

#### 3.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) in Central America and the Central Caribbean:

- **Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees and the Chairpersons of each Working Group**

### REPORT OF THE PROGRESS ACHIEVED IN C/CAR/WG

(Presented by the C/CAR/WG Chairperson)

SUMMARY	
This paper presents report of the progress achieved in Central Caribbean Working Group (C/CAR/WG).	
<b>References:</b>	
<ul style="list-style-type: none"><li>• C/CAR/WG/8 Meeting Report</li><li>• NACC/WG/03 Meeting Report</li><li>• RPBANIP version of May, 2011</li></ul>	
<i>Strategic Objectives</i>	<i>This working paper is related to Strategic Objectives A and C.</i>

## 1. Introduction

1.1 The Central Caribbean Work Group (C/CAR/WG) developed its activities in compliance with RPBANIP, version of May of 2011, approved during the fourth meeting of the Civil Aviation Directors of North and Central America and the Caribbean (NACC/DCA/4)

## 2. Follow-up of the progress in the Implementation Plan

2.1 Following, a brief reference of the most important progresses of the C/CAR/WG regarding the tasks of the Action Plan for the Implementation.

### 2.1.1 AGA

#### ***RPO7.- IMPROVEMENT OF CAPACITY AND EFFICIENCY OF OPERATIONS AT AIRDROMES***

10 c) Implementation of an action plan in order to prevent runway incursions by establishing a group of recommendations provided by the airdrome community involved in runway operations.

Progress: In the case of Cuba, the standards ruling the work for the prevention of runway incursions entered into force by means of an Instruction signed by the Senior Vice-President of the Institute of Civil Aeronautics of Cuba (IACC). Before the end the first half of the present year, an Aeronautical Regulation detailing all the tasks to be complied by the aerodrome community involved in runway operations should be approved by the IACC Council of Directors

The Dominican Republic has also implemented procedure to reduce the risk of runway incursions, particularly at aerodromes with intensive movement and when there is poor visibility.

### 2.1.2 CNS and ATM

#### ***RPO 1.- IMPLEMENTATION OF NAVIGATION BASED ON PERFORMANCE (PBN)***

13.- Ending of WGS-84 implementación.

Progress: Ended.

20.- Optimization of upper air space structure by implementing RNAV routes in the upper air space based on RNAV5.

Progress: Implementing the RNAV5 requirement for RNAV routes in the upper air space.

#### ***RPO 2.- IMPLEMENTATION OF THE FLEXIBLE USE OF AIR SPACE (FUA).***

26.- Establishing civilian-military co-ordination bodies.

Progress: In the case of Cuba, there is a civilian-military coordination body established by means of an agreement of the Council of Ministers, as well as a Coordinator Committee which deals with operative co-ordinations at dependencies level. Both entities are fully operational.

27. - Provide permanent links arrangements and a close co-operation between ATS civilian dependencies and the ones corresponding to the air force.

Progress: In the case of Cuba there is a permanent link and operational letters of agreement between ATS dependencies and the ones corresponding to the air force, thus guaranteeing a close co-ordination and co-operation.

**RPO 4. - IMPROVEMENT OF ATM SITUATIONAL AWARENESS**

57.- Implementing radar data-exchange programmes were benefits can be obtained.

Progress: Documents related to RADAR data-exchange between Cuba and Jamaica have been approved, as well as between Cuba and COCESNA. A work is in course on the stretching of communication channels capacities allowing this data exchange.

It is developing a partnership between the United States (FAA) and Mexico (SENEAM) for data exchange ADS-B.

Recently United States (FAA) received permission from the Government of the Bahamas to establish long-range monopulse secondary surveillance radar (MSSR) in Freeport, Grand Bahama. FAA is also looking to Dominican Republic about the possibility of RADAR data exchange and implementation of automatic communications interface between Miami and Santo Domingo that allow the exchange of flight data.

Coordination in process between Federal Aviation Administration (FAA) and the Turks and Caicos Islands Airport Authority (TCIAA) to establish VHF/UHF air to ground frequencies in Providenciales.

59. - Implementing ATS automatic data exchange.

Updating: As of December 15 of 2011 CPL-LAM, exchange between Miami and Havana Control Centers has been implemented, and a work is in course to implement this between Havana and Merida Control Centres.

**RPO 5.- IMPLEMENTATION A NEW FORM OF FLIGHT PLAN.**

66.- Evaluation of PRESENT-FUTURE capacities of the flight plan processing in reference to the new flight plan format.

68.- Elaboration of the Contingency Procedure and determination of the technical-operational considerations for the R transition.

Progress: Both, the evaluation of the PRESENT-FUTURE capacities, as well as the technical-operational requirements for the transition have been completed. The contingency procedures shall be elaborated during the first half of 2012.

71.- Publication of transition actions, rehearsals and other publications, for the users and interested parties.

Progress: In the case of Cuba the AIC C01 has been published with effectiveness as of January 3, of 2012, and containing all information related to the transition process on the new ICAO flight plan format.

### **3. Other progress achieved**

3.1 During the C/CAE/WG, while analyzing the outcomes of GREPECAS Scrutiny Work Group, it was identified that errors M and N as the two main categories of errors occasioned great deviations in altitude in the RVSM airspace of CAR Region; specifically at the VESKA and BEROX significant points, corresponding to the limits of Curacao and Santo Domingo FIRs, and at some point involving Puerto Principe's FIR, since aircraft in transit through Puerto Principe's FIR towards Curacao's FIR, also transit through Santo Domingo's FIR for a short period of time.

3.2 Curacao and Dominican Republic have exchanged criteria and evaluated different options in order to provide a solution to his problem. Most recent options have been focused on the improvement of facilities in Curacao; in this reference, Curacao has informed that tests have been made from a new site with satisfactory results, thus improving coverage of VHF communications, also they are proceeding as follows:

- a) replacing voice communications system (VCSS)
- b) replacing system interface between VCSS and the new site
- c) installing a new antenna
- d) implementing antenna amplifying equipment

3.3 We are hoping to obtain updated information on this matter during the development of this meeting.

### **4. Suggested Action**

4.1 The Meeting is invited to take note of the content of this paper.