



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

**Eighteenth Meeting of Directors of Civil Aviation of the Eastern Caribbean
(18th E/CAR DCA)**

Port of Spain, Trinidad and Tobago, 9 to 12 December 2003

18th E/CAR DCA – WP/02

29/10/03

**Agenda Item 2: Valid Conclusions/Decisions of previous E/CAR/DCA, NACC/DCA and
GREPECAS Meetings relevant to the E/CAR Region**

STATUS OF E/CAR DCA MEETING CONCLUSIONS

(Presented by the Secretariat)

SUMMARY
This Paper provides the Meeting with a status report on Conclusions from the previous meetings.
References:
<ul style="list-style-type: none">• Report of the Seventeenth Meeting of Directors of Civil Aviation of the Eastern Caribbean, (E/CAR DCA/17), Trinidad and Tobago, 4 to 7 December 2001

1. Introduction

1.1 This paper presents to the Meeting the outstanding conclusions from previous E/CAR DCA meetings for their review and to establish which have been completed, superseded and remain valid.

2. Discussion

2.1 The **Appendix** to this Working Paper contains the outstanding previous E/CAR DCA meetings conclusions with an indication of the known current status of each one. It is noted that some of the conclusions will be addressed in other Agenda Items of this Meeting, as indicated.

3. Suggested Action

3.1 The Meeting is requested to review each conclusion listed in the Appendix, note its status, and determine the outstanding action necessary to be taken.

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
SAR	CONCLUSION 17/1 SAR OPERATIONS COSTS That the E/CAR SAR Committee prepare a detailed breakdown of all possible types of costs incurred during a SAR operation and present this to the 18th E/CAR DCA meeting for the Directors of Civil Aviation to identify how these costs would be covered by their respective States.	E/CAR SAR Committee	Agenda Item 4	Valid
SAR	CONCLUSION 17/2 NATIONAL SAR PLANS That the E/CAR DCAs a) recognised and agreed to convey to their respective States the importance of national SAR Plans and encourage that these are established and maintained; and b) those having SAR Plans submit them to the E/CAR SAR Committee Chairman for distribution to States.	States and E/CAR SAR Committee	Agenda Item 4	Valid
SAR	CONCLUSION 17/3 CIVIL AVIATION MASS CASUALTY INCIDENT RESPONSE PLAN FOR THE EASTERN CARIBBEAN REGION That the E/CAR SAR Committee develop a programme for the development of a civil aviation MCI response plan for the Eastern Caribbean region to be completed by the 18th DCA E/CAR Meeting and present this programme to the CAR DCA Meeting in 2002.	E/CAR SAR Committee	Agenda Item 4	Completed

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
CNS	<p>CONCLUSION 17/4 ACTION TO BE TAKEN BY IACL WITH REGARD TO THE E/CAR AFS DIGITAL NETWORK</p> <p>That, IACL:</p> <p>a) obtain by 15 January 2002 complete proposals from Cable & Wireless and the Central Caribbean MEVA/2 AFS Network service provider, SCSi, for the operation, maintenance and installation (in the case of SCSi) of an Eastern Caribbean AFS Digital Network including;</p> <ol style="list-style-type: none"> 1. technical response to required specifications; 2. information on the company's competence as it related to technical experience and personnel; 3. implementation time-line programme; 4. cost of implementation and maintenance; <p>b) present the proposals and their evaluation at a Meeting of the Directors of Civil Aviation of the Eastern Caribbean to be held in Martinique prior to the end of January 2002, with the participation of both Cable & Wireless and SCSi; and</p> <p>c) ensure continued operation of the existing AFS Network until a final selection is reached.</p>	IACL	<p>Agenda Item 5</p> <p>This matter was reviewed by the 27th E/CAR IWG. IACL is expected to inform the Meeting regarding the progress made and the status of the E/CAR AFS Digital Network</p>	Completed
ATM	<p>CONCLUSION 17/5 IMPLEMENTATION OF FL245 IN THE PIARCO FIR</p> <p>That, in support of the principle for the modification of the plane of division between the lower and upper airspace throughout the PIARCO FIR:</p> <p>a) the upper limit of the VC Bird, Pointe a Pitre, Fort de France and Adams TMAs be raised from FL195 to FL245 on the appropriate AIRAC date in July 2002;</p> <p>b) Trinidad and Tobago analyze the impact on operational matters and lateral airspace changes resulting from the raising of the lower airspace in the entire PIARCO FIR to FL245; and</p> <p>c) based on this analysis, every effort should be made to implement the ceiling change in the PIARCO FIR by the appropriate AIRAC date in July 2002.</p>	Antigua and Barbuda, Barbados, France and Trinidad and Tobago	Agenda Item 5	Valid

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
 AIS	CONCLUSION 17/6 PROVISION OF INFORMATION FOR THE AIP E/CAR The Directors of Civil Aviation of the Eastern Caribbean, recognizing the necessity for the publication of an up to date AIP for safe aviation operations, request that Trinidad and Tobago provide a time limit for the provision of updated aeronautical information to all States/Territories in order to publish an amended AIP in a timely manner.	Trinidad and Tobago	Ref: AIC 01/02 dated 24/1/02	Completed
 GEN	CONCLUSION 17/7 AIR NAVIGATION SHORTCOMINGS AND DEFICIENCIES That States review the list of shortcomings and deficiencies (included in the Appendix to this Agenda Item) and submit a verification and correction status report to the ICAO Regional Office by 1 May 2002, or at the latest, to the 26th E/CAR IWG Meeting.	States/Territories	Superseded by NACC/DCA/1 Conclusion 1/20 and GREPECAS Conclusion 11/55.	Superseded
 OPS	CONCLUSION 17/8 ASSISTANCE TO THE CARICOM SAFETY OVERSIGHT ASSOCIATION OF STATES That the Directors of Civil Aviation of the Eastern Caribbean, in keeping with their cooperative efforts to meet their Safety Oversight responsibilities: a) approve the ICAO proposal to provide a Safety Oversight expert to assist in the work of the CARICOM Safety Oversight Association of States, b) call for a Meeting by the end of January 2002 of the Board of Directors of the Association in order to develop an appropriate work program for the Safety Oversight expert, and c) invite the ICAO Regional Office in Mexico City to participate in the Meeting.	States/Territories	In October 2002 CARICOM activated the Regional Aviation Safety Oversight System (RASOS) ,which is now an Operational agency supported financially and technically (training) by the United States' FAA and Transport Canada, at the present time dedicated only to Flight checks and PEI responsibility in the Caribbean	Completed

FIELD	CONCLUSION/DECISION	ACTION FOR	COMMENTS AND FOLLOW UP	STATUS
ATM	<p>CONCLUSION 16/2 IMPLEMENTATION OF AN ATS QUALITY ASSURANCE PROGRAMME</p> <p>That,</p> <p>a) States/Territories/ATS Service Providers within the E/CAR sub-region develop and implement an ATS Quality Assurance Programme with associated supporting documents. The Programme should outline the purpose, goals, objectives and responsibilities of the programme, and</p> <p>b) each ATS unit should establish such a programme.</p>	States/Territories	Some States/Territories have initiated action towards the developing and implementation of ATS Quality Assurance Programme.	Valid
AIS	<p>CONCLUSION 16/9 WGS-84</p> <p>That E/CAR States should:</p> <p>a) seek training opportunities in the area of instrument procedures development from whatever sources available; and</p> <p>b) continue to evaluate all airports in the region with regards to completing WGS-84 surveys. Surveys should include obstacles and navigation aids and should be completed as soon as possible in order to comply with ICAO standards.</p>	States	<p>Item a) Some efforts were initiated with FAA without expected results.</p> <p>Item b) Some WGS-84 coordinates were published through AIP Supplements. Should be continuing with main obstacles determination for Enroute, Terminal Procedures analysis and aeronautical charts for all States/Territories in PIARCO/FIR in order to comply with ICAO standards. The CAAs are expected to inform the Meeting on the Action Plan developed by their administrations for the total implementation of WGS-84 systems. ICAO sent a follow-up letter to IACL (EMX1244) dated 10 September 2002 requesting support.</p>	Valid
ATM	<p>CONCLUSION 16/13 CAR REGION CONTINGENCY PLAN</p> <p>That:</p> <p>a) the ICAO NACC Office take advantage of the work on Y2K Contingency Planning and apply it to a CAR Region Contingency Plan that might be used in any situation arising in the region and affecting the provision of air traffic and other related services;</p> <p>b) the ICAO NACC Office retain the membership of the Y2K Contingency Planning Task Force, making the necessary adjustment to its name, terms of reference, and work programme to fulfill the project mentioned in a) above; and</p> <p>c) the members of each State/International Organization be informed of the results.</p>	ICAO		Valid

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ATM	<p>CONCLUSION 16/15 ATS QUALITY ASSURANCE PROGRAMME</p> <p>That the States/Territories of the Eastern Caribbean,</p> <p>a) adopt and use the draft guidance material on Air Traffic Services Quality Assurance Programme (attachment to this part of the Report) in establishing a National ATS QA Programme,</p> <p>b) designate an appropriate individual to head the ATS QA Programme; and</p> <p>c) make every effort to permit participation by the ATS QA Officer/Specialist at the Seminar scheduled for August 2001 in Antigua.</p>	States		Completed
AGA	<p>CONCLUSION 16/16 CERTIFICATION OF AERODROMES</p> <p>That States and Territories:</p> <p>a) review the proposal for the amendment of Annex 14 Vol. I and the draft new manual on the certification of aerodromes;</p> <p>b) develop and prepare for the implementation, by the date the amendment becomes applicable, of a regulatory framework and process for the certification of aerodromes, including the establishment and adoption of safety management systems at aerodromes, if not already existent; and</p> <p>c) consider similar regulation and supervision of other operational aspects at aerodromes, including security, facilitation and operational efficiency.</p>	States	States should provide information.	Superseded
MET	<p>CONCLUSION 16/19 TRAINING FOR MET/ATS/CNS/AIS/SAR PERSONNEL</p> <p>That, the Directors of Civil Aviation of the E/CAR organise a series of training activities for ATS/CNS/AIS/SAR and aeronautical meteorological personnel covering the following issues:</p> <p>a) operational coordination procedures concerning the provision of aeronautical MET service;</p> <p>b) respective roles and responsibilities of ATS/CNS/AIS/SAR units and meteorological offices in the provision of aeronautical MET service; and</p> <p>c) interpretation of aeronautical meteorological products available to ATS/COM/AIS/SAR units and meteorological offices, in order to ensure the safety of aircraft operations.</p>	States	The problems related to the training needs for MET and other aeronautical personnel such as ATS/CNS/AIS/SAR remain. There is still a need that the DCA give more attention to this requirement.	Valid

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MET	<p>CONCLUSION 16/21 OPMET INFORMATION EXCHANGE IN E/CAR STATES</p> <p>That,</p> <p>a) the Directors of Civil Aviation of the E/CAR Region implement, as soon as possible, Conclusion 9/6 formulated by GREPECAS/9 Meeting related with the establishment of coordination committees among AIS/ATM/CNS/MET units; and</p> <p>b) in support of this proposal submit to the E/CAR/IWG for action the establishment of quality control mechanisms for OPMET exchange messages.</p>	States	Even through the ICAO expert in the last SIP in the CAR Region confirmed that there exist a good relationship between the AIS/COM/ATS and MET operational units, there is no written agreement established between them. It should be considered establishing letters of agreement between them taking for reference the guidelines detailed in the sample letter shown in the Manual on Coordination between Air Traffic Services Aeronautical Information Services and Aeronautical Meteorological Services (Doc 9377) of ICAO.	Valid
ATM	<p>CONCLUSION 13/12 AIRSPACE CONFIGURATION IN ADAMS AND POINT SALINES TMAS AND SAINT LUCIA AND E.T. JOSHUA CTRS</p> <p>That, as a matter of urgency the OECS Directorate of Civil Aviation should convene a meeting comprised of representatives of Barbados, French Antilles, Grenada, Saint Lucia, St Vincent and the Grenadines, and Trinidad and Tobago to resolve the problems in the respective airspaces.</p>	Barbados, France, Grenada, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago and OECS.	The Meeting was held in Saint Vincent in 2000 and a Report was submitted to the E/CAR WG which is attending this subject through the ATS Committee.	Completed