



International Civil Aviation Organization

NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE

**Twentieth Meeting of Directors of Civil Aviation of the Eastern Caribbean
(20th E/CAR DCA)**

Miami, Florida, United States 4 to 7 December 2006

20th E/CAR DCA-WP/03

23/11/06

Agenda Item 3: Air Navigation Matters
3.1 30th E/CAR WG Meeting Report

EXECUTIVE SUMMARY OF THE THIRTIETH MEETING OF THE E/CAR WORKING GROUP

(Presented by the Chairman of the E/CAR Working Group and by the Secretariat)

SUMMARY	
This working paper presents a summary on the discussions held and the Draft Conclusions formulated by the Thirtieth Meeting of the E/CAR WG.	
References:	
<ul style="list-style-type: none">• Report of the Nineteenth Meeting of Directors of Civil Aviation of the Eastern Caribbean (E/CAR DCA/19) (Christ Church, Barbados, 6 to 9 December 2004)• Report of the Thirtieth East Caribbean Working Group Meeting (E/CAR WG/30) (Castries, St. Lucia, 7 to 11 August 2006).	

1. Introduction

1.1 The Thirtieth Eastern Caribbean Working Group Meeting (E/CAR WG/30) was held in Castries, St. Lucia, 7 to 11 August 2006, with the participation of delegates of 13 States/Territories of the CAR Region 1 State from the SAM Region and one International Organization. As a result of the E/CAR WG/30 Meeting, the group adopted the Summary of Discussions containing the most relevant matters addressed, as well as the Draft Conclusions presented in the **Appendix** to this Working Paper, for approval and/or consideration by the Civil Aviation Authorities of the E/CAR States/Territories. For information purposes, the adopted Decisions of the E/CAR WG/30 are also included in the Appendix.

2. General Air Navigation Matters

Review of the outstanding conclusions/decisions of the Group

2.1 The E/CAR WG reviewed the status of the conclusions of previous meetings, which had been reviewed and approved by the Nineteenth Meeting of Directors of Civil Aviation of the Central Caribbean.

Air navigation Deficiencies in the Eastern Caribbean

2.2 The Group reviewed the status of the outstanding deficiencies of States and Territories of the E/CAR, as well as those deficiencies where action plans for their correction have been submitted and those deficiencies which have been corrected or eliminated. The GREPECAS Air Navigation Deficiencies Database (GANDD) is based on the uniform methodology for identification, assessment and reporting of air navigation deficiencies in the different fields of air navigation which is now available at the NACC Office electronic address: www.mexico.icao.int/bases accessed with a username and password assigned to the nominated person in each Administration.

2.3 In accordance with the information referred in the above paragraph, the Group noted that not all States/Territories have informed the ICAO NACC Regional Office of their respective action plans to correct the deficiencies in the air navigation fields. In accordance with Article 28 of the Chicago Convention for providing safe, regular and efficient air navigation services, the Group recalled that the solution to Air Navigation deficiencies is the responsibility of Civil Aviation Authorities (CAAs) as well as the requirement to update accordingly the related information on their list of deficiencies in the database.

2.4 The Group took note of the GREPECAS Decision 12/124, which urges States to eliminate urgent deficiencies by **31 December 2007**, subsequent to which the GREPECAS/15 meeting will review the deficiencies solution status with a view to considering the application of last resort action, after exhausting all the alternatives, wherever applicable. The Secretariat offered support in the preparation and implementation of action plans to resolve deficiencies to those States/Territories who have not yet up-dated them.

*CNS/ATM Systems***Review of regional strategy for integration of the ATM automated systems**

2.5 Based on the regional strategy for integration of ATM automated systems approved by GREPECAS, the Group agreed to restructure and include certain tasks in the **Performance Objective, Improve ATM Situational Awareness**, as an action plan for interfacing of ATM automated systems.

2.6 The Group also considered that States and Territories should carry out analyses to provide appropriate ATS surveillance in accordance with the airspace classification, as well as other requirements to satisfy future operational applications of the ATM community. The full action plan should consider:

- a) that each State/Territory of the Eastern Caribbean appoint an expert as point of contact to carry out works for the evolutionary interfacing of ATM automated systems;
- b) follow guidance material specified in the regional Interface Control Document (ICD) for data interfacing and common procedures to exchange messages between ATM automated systems;
- c) establish bilateral or multilateral agreements as appropriate, among States/Territories of adjacent airspaces for trials and operational implementation/integration of ATM automated systems;

- d) establish necessary measures for human resources planning and training;
- e) identify other potential benefits for the ATM community that may be obtained in the long-term;
- f) conduct a cost-benefit analysis; and,
- g) document the action plan providing best experiences to other States/Territories

Future of CNS/ATM in the E/CAR

2.7 The Group reviewed CNS/ATM programmes in which the E/CAR WG had made significant advancements and those which have been left dormant over the past two years. The Group was reminded that these programmes were adopted for implementation using a regional approach with full implementation anticipated by 2015. Some of these programmes were identified as:

- (a) The establishment of local CNS/ATM plans.
- (b) The establishment of a Regional CNS/ATM plan coordinated by a private entity.
- (c) Completion of Planimetric surveys and the change from conventional coordinates to the WGS-84 system.
- (d) The design of RNAV Non-Precision Approaches for all regional airports.
- (e) The establishment of a new Digital Network for voice and data point-to-point communications.

2.8 The Group agreed that States and Territories need to review their CNS/ATM plans and the region as a whole must revitalize the regional CNS/ATM plan.

3. Second amendment of the Global Plan for CNS/ATM systems (Doc 9750) and new related ICAO initiatives

3.1 The Secretariat made a comprehensive presentation on the Second Amendment to the *Global Air Navigation Plan for CNS/ATM Systems* (Doc 9750), which will be renamed the Global Air Navigation Plan (Global Plan). It was noted that the Global Plan Initiatives (GPIs) contained in the revised Global Plan were developed by the Air Navigation Commission on the basis of a roadmap which was aimed at bringing near and medium term benefits to the ATM community, taking advantage of currently available aircraft capabilities and ATC infrastructure and technology.

3.2 The Group noted the necessity in the E/CAR to restructure ATM tasks based on performance objectives which are in accordance with the new ICAO global plan initiatives, and agreed that its future work should be justified and based on clearly established performance objectives in support of the ICAO Strategic Objectives.

3.3 In follow-up to the above discussions, the Group agreed to adopt a performance-based approach for ATM regional tasks and to take early steps to ensure that its work will fully support the business planning processes of ICAO, the directives of the ICAO Council, and the ALLPIRG Conclusions, and in this regard formulated **Draft Conclusion 30/1**.

4. Specific Air Navigation Activities and Developments

4.1 Aeronautical Information Services (AIS)

4.1.1 The Group was informed on the lack of activity of the AIS Committee since its inception at the 24th E/CAR WG in San Juan, Puerto Rico. With the growing importance of AIS in the global concepts for CNS/ATM systems, and its impact on aviation safety in terms of providing critical information, it is essential to regularize the activities of the AIS Committee. Further stressing the AIS resources of the E/CAR is the upcoming 2007 Cricket World Cup, being hosted by nine States/Territories in the Eastern Caribbean and neighbouring areas. AIS facilities will play a significant role in disseminating information leading up to and during this extensive event and in this regard formulated **Draft Conclusions 30/2 and 30/3**.

4.1.2 It was agreed that the AIS Committee must urgently work to define the Integrated Automated AIS and draft an action plan for its implementation in accordance with the AICM/AIXM concepts recommended by the 11th Air Navigation Conference; draft an action plan to resolve E/CAR AIS deficiencies; and draft an action plan for the full implementation of E/CAR AIS Quality Assurance Systems using ICAO guidelines and in this regard formulated **Draft Conclusion 30/4**.

4.1.3 The Group discussed the necessity of correctly reflecting the status of AIS/MAP systems in the E/CAR in order to focus attention on finding solutions to problems and to take immediate actions to correct them and in this regard formulated **Draft Conclusion 30/5**.

4.1.4 With regards to the implementation of WGS-84 within the E/CAR, the Group was informed that almost all coordinates are now correctly published in accordance with WGS-84 standards. Piarco AIS will make note of the few questionable coordinates and notify the respective Civil Aviation Authority. Additionally, the FIR boundary coordinates between Maiquetia and Piarco have not yet been resolved. To correct this, the Group formulated **Draft Conclusion 30/6**.

4.2 Search and Rescue (SAR)

4.2.1 The Group recalled that SAR cooperation should be fostered by the States and Territories for an effective SAR regional system. This cooperation should consider civil and military authorities and aeronautical and maritime agencies all combining efforts through multi-lateral agreements. The purpose is to ensure the RCC can carry out coordination with all parties concerned regarding localization, assignment of equipment and personal through a common communication network, allowing easy operational coordination between SAR units.

4.2.2 It was agreed that States and Territories of the E/CAR must continue working to achieve an effective regional SAR system through agreements with neighbouring States addressing, among other items, entry conditions of SAR brigades of one State into the territory of another State with a minimum of formalities to assist in the rescue of the accident survivors. The SAR agreements should include the following:

- general information on SAR organizations;
- level clearance so that an RCC may allow SAR units to enter territorial areas;
- establishment of common procedures;
- pooling of facilities, when appropriate;

- cooperation on international SAR projects of common interest;
- liaison visits; and
- joint training exercises.

More comprehensive SAR agreements should also include:

- identification of SAR areas;
- information on RCC and SAR communications;
- agreements to exchange SAR information;
- procedures for requesting and providing SAR assistance;
- directories of SAR facilities;
- lists of special SAR services available; and
- scope of SAR coordination, research, testing and technical assistance.

4.2.3 Considering this information, the Group formulated **Draft Conclusion 30/7**.

Contingency planning

4.2.4 The Group reviewed the ATM contingency plan for PIARCO FIR, and agreed to provide the name of the point of contact in each State and Territory of the E/CAR who will carry out coordination of contingency measures. Contingency planning in the E/CAR should also contain measures to prevent air navigation disruptions due to human or natural disasters so as to avoid emerging risks to civil aviation.

4.3 Aeronautical Meteorology (MET)

4.3.1 The Group took note that the new technologies applicable to MET service will demand better coordination between ATS and meteorological authorities, and recalled that the meteorological components supporting CNS/ATM systems are closely linked to the world area forecast system (WAFS), the international airways volcano watch (IAVW) and the exchange of operational meteorological information (OPMET).

4.3.2 It was recognized that meteorological procedures are undergoing important changes and difficulties are encountered with MET information exchange among the States and Territories of the Eastern Caribbean. Compounding this issue is the limited participation of E/CAR MET personnel at ICAO Meetings, particularly the AERMET Subgroup where MET advances are reviewed and agreed.

4.3.3 It was noted that aviation weather is given lower priority by MET authorities and concern was expressed regarding the potential ramifications of this attitude on civil aviation. The Group regretted the lack of participation of MET experts and in this regard formulated **Draft Conclusion 30/8**.

4.4 Air Traffic Management (ATM)

Airspace Organization and Management (AOM)

4.4.1 The Group recognized that States/Territories have achieved great progress in implementing ATM in the E/CAR; notwithstanding, in spite of the efforts attained there are still some inconsistencies to be resolved regarding the airspace organization and strategic management, such as:

- discontinuities and differences in classification and transition altitudes between adjacent airspaces;
- requirements to fly departure and arrival procedures;
- operation of aircraft at inefficient altitudes, speeds, and in unfavourable winds;
- less than optimum use of scarce resources such as airspace and aerodrome capacity;
- limited collaborative decision making between Civil Aviation Authorities, ATM providers, aerodrome authorities and aircraft operators;
- limited facilities for real-time information exchange between ATM providers, aerodromes and aircraft operators; and,
- insufficient flexibility to permit optimum management of weather-related disruptions to airline operations.

4.4.2 To achieve a regional ATM system, the totality of airspace should be considered as an available resource for users, establishing a dynamic and flexible management wherein any restriction may be considered only on a temporary basis. States should encourage the flexible use of the global airspace through the optimization and equitable balance of its use by civil and military operators. Also, to the extent possible, airspace should be structured free from operational discontinuities, inconsistencies and differing rules and procedures.

4.4.3 Proper alignment of airspace classifications can facilitate the implementation of ATFM service, introduction and better utilization of data link communications, an improved flight plan processing system, and advanced airspace management coordination tools and message exchange capabilities, leading to progressively more flexible and dynamic airspace management. Airspace classifications should be harmonized across adjacent FIRs as defined in Annex 11.

Implementation of RNAV Routes and Required Navigation Performance (RNP)

4.4.4 The future strategy for RNAV/RNP implementation between city pairs including performance-based navigation (PBN) for en-route, terminal and approach flight phases should take into account the new ICAO provisions for future RNAV and RNP implementation. Some airports which have implemented GNSS procedures in Caribbean are:

AUA: Aruba	SDQ: Santo Domingo
NAS: Nassau	BGI: Barbados
STT: St. Thomas	GCM: Grand Cayman
STX: St. Croix	KIN: Kingston
SJU: San Juan	MBJ: Montego Bay
POS: Port of Spain	PLS: Providenciales
GDT: Grand Turk	PUJ: Punta Cana (Higüey)
FPO: Freeport	POP: Puerto Plata
TAB: Tobago	

Revisions to the West Atlantic Route System (WATRS)

4.4.5 The United States presented its project to revise the West Atlantic Route System (WATRS) airspace which will provide increased capacity, additional fixed routes, and flexibility through implementation of a more efficient lateral separation standard and redesign of the ATS Route Structure. The project has been designated the “WATRS Plus Airspace Redesign and Separation Reduction Initiative” (WATRS Plus).

4.4.6 The Group took note that the WATRS was redesigned in 1995 for more efficient operation. This revision was extremely successful, resulting in the elimination of many restrictive routing requirements, and prepared the airspace for the introduction of Reduced Vertical Separation Minimum. Improved aircraft navigation and ATC ground capabilities including the use of the Ocean21 automation system at New York Centre, provide an opportunity to implement additional separation reductions and to reorganize the route system to increase capacity and efficiency in this area.

4.4.7 The current structure of WATRS airspace with its lateral separation requirement of 90 nautical miles between routes does not lend itself to adding additional fixed routes as they would conflict with existing heavily travelled north/south routes. This would cause undue restrictions on all aircraft in the airspace and would result in unfavourable altitude assignments and other restrictions that may impact operator costs (time and fuel).

4.4.8 Preliminary studies indicate that a lateral separation reduction from 90 to 50 nautical miles in WATRS Plus airspace is attainable using Required Navigation Performance (RNP) 10 as the minimum navigation performance standard. Preliminary analyses of aircraft navigation performance indicates that the ICAO endorsed Target Level of Safety (TLS) can be met in the WATRS Plus airspace. Additionally, the project will include harmonizing the WATRS Plus airspace redesign with adjoining ATS route structures in accordance with Global Plan Initiative 1, Optimize the ATS route structure in both terminal and en-route airspace.

4.4.9 It is estimated that WATRS Plus separation reduction and airspace redesign could be implemented in approximately two years. This revision will include lateral separation reduction, a new route structure, and the increased ability to file and fly random routes. Because FAA will be in a position to re-evaluate border crossing points along the southern Miami and San Juan Flight Information Regions, an opportunity exists to analyze routes originating further south in the Caribbean and South America feeding traffic to/from WATRS.

4.4.10 Considering the WATRS Plus project will provide benefits to all operators and improvements to ATS providers, the Group recognized the importance of participation of E/CAR States and Territories, as well as that of Curacao, Jamaica, Trinidad and Tobago, and Venezuela and in this regard formulated **Draft Conclusion 30/9**.

Demand and Capacity Balancing

4.4.11 The Group noted that in several NAM/CAR Flight Information Regions air operations saturation periods have occurred, and that in some airports annual traffic increases have reached 13%. It is foreseen that this problem will continue to grow in the traffic flows of the NAM Region to/from the Eastern Caribbean and of the Caribbean to/from Europe.

4.4.12 It was recognized that Air Traffic Flow Management (ATFM) is a service addressed to ensure a balance is maintained between air traffic and the declared capacities of ATC and aerodromes. ATFM helps ATC use, to the maximum extent possible, its capacity to serve the demand. In order to attain its objectives, the ATFM unit (FMU) monitors air traffic and, if applicable, issues management initiatives to keep a safe, orderly and efficient movement of the air traffic flow.

4.4.13 The Group held extensive ATFM discussions relating to the Cricket World Cup which will begin in March 2007, in the Eastern Caribbean and last for a two month period. It is foreseen that during this event the demand will exceed the current ATC capacity. Due to the importance of the event for the region, efficient procedures must be developed in order to manage all ATM aspects appropriately.

4.4.14 The E/CAR/WG considered that the ATM Committee is the appropriate Group to develop an urgent action plan to collect traffic forecasts, compare them with the declared system capacity, and establish a plan of regulations to ensure an optimum traffic flow towards or through affected areas. Other data to be gathered are demand and capacity balancing procedures, airport capacity, ATS capacity and air traffic demand. Coordination with adjacent ACCs will be critical for dealing with regional traffic congestion. Keeping in mind the necessity to develop a coordinated action plan for the 2007 Cricket World Cup, the Group formulated **Draft Conclusions 30/10 and 30/11**.

4.4.15 Additionally, it was considered that the States and Territories should review, through a CDM process, the airspace and airport organization and management allowing flexibility and optimization of resources for the benefit of ATS users and providers as well as other tasks to develop in the short term such as:

- enhance civil/military coordination and co-operation aiming to achieve dynamic and flexible use of airspace;
- the development of an ATFM procedural manual for its common application, including specifications to determine airport and ATS capacity;
- publication of available service and airport capacity information according to ICAO guidelines;
- publication of national procedures in the AIP;
- establish improvements regarding surveillance and automated systems for flight data processing as well as the development and co-ordination of ATFM messages;
- improve human resources planning and required training aspects;
- improve the ATS route network; and
- encourage operational agreements between ATS users and providers for ATFM implementation, especially in those areas where flow problems are already present.

4.4.16 ATFM implementation will facilitate the path towards a seamless, globally harmonized and inter-operable air traffic management (ATM) system, merging efforts, data, knowledge, ideas, and concepts, and it will provide great financial benefits, enhanced safety, increased ATM system capacity, and effectiveness of air operations. In order to improve the efficiency for current air operations in the short term, the Group agreed that LOAs must be up-dated to include ATFM measures and in this regard formulated **Draft Conclusion 30/12**.

ICAO Global Air Navigation Plan (ANP) on-line database

4.4.17 The Secretariat presented information on the Global Air Navigation Plan (GANP) database which is available on-line through the ICAO Geographic Information Service/GIS portal with the performance-based approach to measuring success with implementation and the planning process to carry out regional integration and transition to a global ATM system. GIS characteristics include:

- Various formats: software applications, planning documentation, web-based reporting forms, project management tools;
- Common programme templates as the basis for establishing performance objectives and implementation time lines;
- Comprehensive schedule and programme planning activities; and
- Links to relevant guidance material and documentation in order to assist the planner throughout the planning process.

4.4.18 Also, GIS provides for interactive database links in a dynamic chart where the user selects what is to be displayed and functions, such as:

- Zoom in or out;
- Input coordinate lat long;
- Decide the area to be charted;
- Search, query the map for data;
- Perform spatial analysis; and
- Many output options (Extract function, Save as: pdf, text, tab, ai, svg, jpg, and special print functions).

4.4.19 In accordance with recommendations of the Fifth Meeting of All Planning and Implementation Regional Groups (ALLPIRG/5), which supported the use of on-line global air navigation plan database tools for an interactive and dynamic planning the Group formulated **Draft Conclusion 30/13**.

ATM safety management

4.4.20 The Group recognized that ATS Quality Assurance Programmes have proven to be an effective tool which fosters enhancements on ATM safety management through the establishment of several complementary programmes for the assessment of ATS performance such as incidents notification and investigation; incidents prevention; verification and training for ATC proficiency; proficiency in the use of aeronautical language and of English language; and verification of the use of aeronautical phraseology.

4.4.21 Despite the fact that these implementations have been successful in reducing incidents, there are still a large number of human factors errors. Therefore, the Group considered necessary the systemic implementation of other aspects regarding performance assessment in order to attain an evolution to an effective regional ATM safety management system in the NAM and CAR Regions.

4.4.22 The implementation of an ATM safety management programme will require defining related performance objectives, and a suitable regional mechanism proving that these objectives are being met, which implies undertaking new tasks to measure the performance of the ATM system. Among these aspects are: sharing information on incidents and accidents on the web, the classification of risk and the suitable measures for its solution, as well as the regional collaboration for the harmonization and exchange of experiences.

4.4.23 The Group noted the characteristics of a positive safety culture as well as the elements of a formal safety programme, primarily compliance with ICAO requirements, noting that the implementation of a Safety Management System was an indispensable pro-active tool for creating and reinforcing a safety culture, which requires a commitment at the top level of CAAs overriding priority in the management of basic and traditional business processes such as allocating human resources, financing, budgeting, and provide enough funding.

4.4.24 Also it was considered that the ECCAIRS (European Co-ordination Centre for Aviation Incident Reporting Systems) adopted by ICAO are an effective means to implement and harmonize taxonomies to facilitate the exchange of occurrence data between States/Territories and between States/Territories and ICAO. The Group took note that ECCAIRS software is available on the ICAO web page for States/Territories at no cost and taking into consideration the information aforementioned formulated **Draft Conclusion 30/14**.

ATM Modernization Plan in Trinidad and Tobago

4.4.25 The Group was informed of efforts carried out by the Trinidad and Tobago Civil Aviation Authority (TTCAA) to significantly upgrade its ATM/CNS systems and facilities. Trinidad and Tobago, in its commitment to enhance air navigation safety, has embarked on the establishment of modern state-of-the-art ATM/CNS systems and facilities in order to meet the needs of airspace users within the Piarco FIR and its domestic airspace. The overall ATM/CNS plan requires the fullest cooperation of all stakeholders to ensure maximum benefits for all users.

4.4.26 The Group welcomed the information and noted that Trinidad and Tobago, as custodian of the Piarco FIR, remains fully committed to the modernization and development of air traffic services and will continue to pursue the provision of safe, efficient and reliable services in the sub-region.

4.5 Communications, Navigation and Surveillance (CNS)

4.5.1 It was recognized that difficulties continue to be encountered with AFTN coordination between facilities and that measures must be taken to improve this situation. Analyses indicate that the primary cause of failures resides with the end user equipment, and in this regard Trinidad and Tobago presented the action plan being pursued by TTCAA which includes replacement of the AFTN workstations with the Thales Intelligent AFTN Terminals (PC, printer and UPS). States/Territories will need to provide backup generators for extended power outages. Concern was raised by the Group that the templates contained in the new software may not be sufficient to meet the needs of the end users as a format/logic check is not included for the operator entering the data, however downstream systems will reject messages based on those errors.

4.5.2 TTCAA and the U.S. FAA informed the Group on the AFTN upgrades being pursued by their administrations. Complete transition to TCP/IP is tentatively set for the last quarter of 2006.

4.5.3 Likewise, the problems associated with the voice and data AFS circuits on the Eastern Caribbean Digital Network were analysed and TTCAA provided three options for upgrading/replacing the system. The options will be reviewed by the E/CAR CNS Committee, during a meeting tentatively scheduled for 18-20 October, once the user requirements from each State/Territory have been received. The recommendations and outcomes will be presented to the DCAs for their approval.

4.5.4 The Group noted that discrete lines are being installed by France between Trinidad and Guadeloupe and between Trinidad and Martinique to permit remoting of radar-data to Piarco ACC. This should be completed by the end of August, 2006. Action is underway for sharing radar-data between Barbados and Trinidad and Tobago.

4.5.5 Antigua and Barbuda informed the Group on the status of the Antigua Radar Project aimed at repairing and commissioning the radar and providing training for both technicians and controllers. The procurement of funds continues to be the inhibiting factor in the completion of the Project. Despite this setback, Antigua and Barbuda remains fully committed to fulfilling its obligation toward radar harmonization within the E/CAR.

4.5.6 Trinidad and Tobago presented information on new NAVAIDs being installed (NDBs, DVOR/DME and Localizer/DME). Concern was raised that Trinidad and Tobago was not following the time table for the E/CAR CNS/ATM Plan in respect of decommissioning NDBs.

4.5.7 After discussions of the CNS Ad-Hoc Group pertaining to the above issues the Group formulated **Draft Conclusion 30/15**.

5. Aviation Security Activities and Developments

Annex 17 and the Security Manual

5.1 The Group took note that on 30 November 2005, the ICAO Council adopted Amendment 11 to Annex 17 which became effective 1 July 2006. Amendment 11 covers the reinforcement of national civil aviation security control programme provisions; In-Flight Security Officers (IFSOs); general aviation and aerial work; one-stop security concept for passengers and baggage; risk assessment concept; security for all-cargo operations; and definitions.

Restructuring of the Security and Facilitation Branch

5.2 The Group took note that the Security and Facilitation Branch has been restructured into two branches, Specification and Guidance Material (SGM) and Coordinated Assistance and Development Section (CAD).

Recruitment of AVSEC Professionals

5.3 The Group took note that a new ICAO strategy for aviation security assistance and development, the Coordinated Assistance and Development Section (CAD) in the Aviation Security and Facilitation Branch (S&F), and Technical Cooperation Bureau, are in the process of compiling a new roster of aviation security professionals; in this regard formulated **Draft Conclusion 30/16**.

Aviation Security Training Programme

5.4 The Group received information on the ICAO 2006 AVSEC Training courses at the three Aviation Security Training Centres at Port of Spain (Trinidad and Tobago), Quito (Ecuador) and Buenos Aires (Argentina). CAD, which is responsible for the development of all Aviation Security Training Packages (ASTP), plans to develop new aviation security training packages, to include airport and aircraft security design, new and emerging threats in civil aviation, screener certification and national quality control.

Annex 9 and Machine Readable Travel Documents

5.5 The Group was also informed that through its Aviation Security and Facilitation Branch (S&F), ICAO pursues the objective to facilitate and strengthen border clearance and security measures in airports and to reduce landside congestion, with a three-part strategy: standardization of passports, visas and other travel documents; improvement of inspection processes with the use of modern technology; and tackling of related security problems.

ICAO Universal Security Audit Programme (USAP)

5.6 The Group took note of the schedule relating to ICAO USAP AVSEC Audits and Follow-up visits.

Organization of American States (OAS) Counter Inter-American Committee against Terrorism (CICTE)

5.7 The Group received information on the Organization of American States (OAS) Counter Inter-American Committee Against Terrorism (CICTE) that offered thirty (30) fellowships for National Aviation Security Officials in the region wishing to attend the Hold Baggage Screening Seminar/Meeting on 28 November 2005, at Monterrey, Mexico, and were advised of plans for future collaboration between OAS CICTE and ICAO in support of additional AVSEC training events.

ICAO/Canada Aviation Security Awareness Training Programme Phase II

5.8 The Group was informed that Transport Canada and ICAO are currently working to complete a proposal called "Counter Terrorism Capacity Building Programme" which entails aviation security workshops, courses and seminars in the CAR/SAM Regions from 2006-2009, targeted for the Civil Aviation Aeronautical Authorities and may include airports, air operators and airport policing authorities. The AVSEC topics for these events will include but are not limited to Airport Security Programme, National Civil Aviation Security Programme, National Quality Control Programme, Passenger Screening, Cargo Security Programme and Human Factors.

Aviation Security Point of Contact (POC)

5.9 The Group took note that due to the views expressed by the G8 Roma-Lyon Crime and Terrorism Group against criminality and terrorism, an ICAO-wide Aviation Security Point of Contact (POC) Network was established for the communication of imminent threats to civil air transport operations.

5.10 Due to the sensitivity of the information to be contained in the Network, strict control should be exercised as failure to do so may compromise efforts and future security implementation endeavours; and in this regard formulated **Draft Conclusion 30/17**.

Aviation Security Committee (AVSEC/COMM)

5.11 The Group noted that the Fifth Meeting of the Aviation Security Committee (AVSEC/COMM) was held at Buenos Aires, Argentina in conjunction with the 10th Annual LACAC Group of AVSEC Experts on 8-13 May 2006. The AVSEC/COMM Meeting approved the establishment of a Passenger/Cabin Baggage Screening Seminar/Meeting to assist States with current screening procedures and technologies. Jamaica volunteered to host the event on 13-17 November 2006, in Montego Bay, Jamaica. This event is particularly pertinent in light of the upcoming Cricket World Cup being held in the Caribbean in 2007.

5.12 Trinidad and Tobago reported to the Group on AVSEC activities undertaken by the TTCAA which have been instrumental in fostering AVSEC programmes in T&T and the Caribbean. The TTCAA has hosted AVSEC Courses and Workshops at the Civil Aviation Training Centre and continues to work with the Airports Authority of Trinidad and Tobago to provide training programmes and courses some of which are held at the ICAO Aviation Security Centre. TTCAA encouraged the participation of other CAR States/Territories in these courses. Courses held to date include:

AVSEC STP123
 AVSEC Instructor* T9
 Hostage Negotiation (ISDS)
 Crisis Management (ICAO)
 Mail and Cargo Security Workshop* (IATA)
 Passenger Screening
 Baggage Screening*
 Passenger Profiling*
 Supervising AVSEC (ICAO)
 AVSEC Awareness for all Airport Workers*
 MCASP Implementation (TSA)

*These courses are repeated regularly.

5.13 The delegate from ECCAA informed the Group that in view of the findings during the ICAO USAP AVSEC Audit of the five of the six OECS States, ECCAA is in the process of developing the following programmes:

- 1) National Training programme;
- 2) Quality Control Programme; and
- 3) Aviation Security Awareness Programme.

6. Review of the Terms of Reference and Work Programme

6.1 The Group reviewed and updated the current E/CAR Working Group Terms of Reference and Work Programme and recognized that the terms of reference and work programme of the E/CAR Working Group should be reviewed taking into consideration the new Global Plan Initiatives and related ICAO on-line planning tools associated with planning and implementation work. This includes revising the methods of reporting work completed to ensure that progress will be measured against timelines and that performance objectives are being met which, in turn, ensures that resources are more appropriately directed and that all work supports the ICAO business plan.

6.2 These planning and implementation works should be reorganized keeping in mind the priority interests of the CAR Region aimed at optimizing human resources, financial savings and communication methods between States such as the Internet, video conference, teleconferencing, e-mail, telephone and facsimile, all of which should be encouraged during the intervening period.

6.3 The Group agreed that ICAO take appropriate actions to reorganize the E/CAR/WG work programme of future meetings, considering the ATM strategies and avoiding any unnecessary and duplicated work, and in this regard formulated **Draft Conclusion 30/18**.

6.4 The Group unanimously elected Mr. Norman Cassell as the new Chairman and he thanked the Group for its support, offering his commitment in order to achieve new improvements and challenges in the E/CAR ANS. The Group also thanked Mr. Simon Lewis for his excellent work as Chairman of the E/CAR WG for two terms. It was highlighted that his performance and leadership during the E/CAR WG Meetings provided significant improvements for the benefit of the E/CAR.

7. Other business

Next Meeting Site

7.1 The Group reviewed the rotation programme and the historical list of hosts for E/CAR Working Group Meetings. The Group decided to continue with the previously agreed Rotation Schedule. The delegate from Trinidad and Tobago expressed his satisfaction for being the host of the next Working Group Meeting informing that his State will organize the next meeting in 2007.

7.2 The Group considered very important that ICAO takes appropriate actions in order that the Civil Aviation Administrations of St. Maarten and San Juan integrate their work carried out in the E/CAR on an annual basis, and in this regard formulated **Draft Conclusion 30/19**.

Licensing of Air Traffic Controllers in the OECS

7.3 The Eastern Caribbean Civil Aviation (ECCAA) presented information on the progress towards licensing of Air Traffic Controllers in the States/Territories of the OECS to address various factors over the years.

7.4 The ECCAA has proceeded with an interim method for conducting medical assessments by the temporary utilization of non-AME certified doctors to conduct medical assessments in accordance with the basic Class 3 medical requirements of Annex 1 where necessary, issuing a waiver in this regard for a period of one year only, to those States that require this facilitation. In the meantime, in accordance with the Air Navigation (Overseas Territories) Order, and in conjunction with Air Safety Support International, the controllers in the British overseas territories of Anguilla and Montserrat are already licensed, albeit with temporary medical-certification exemptions.

7.5 Their medical certification process is required to be completed by the end of October of this year. It is hoped that this initial program for the licensing of the remaining Air Traffic Controllers in the OECS will be completed by December 2006.

— — — — —

APPENDIX
DRAFT CONCLUSIONS AND DECISIONS OF THE 30th E/CAR/WG

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
ATM	<p>DRAFT CONCLUSION 30/01 IMPLEMENTATION OF WORK PROGRAMMES IN SUPPORT OF STRATEGIC PERFORMANCE OBJECTIVES</p> <p>That, in support of the evolution from a systems-based to a performance-based approach to planning and implementation of the air navigation infrastructure, States/Territories of the E/CAR develop and implement work programmes, as depicted in Agenda Item 6, Appendix B, to this report, in support of the following performance objectives:</p> <ul style="list-style-type: none"> i) Optimization of the ATS route structure ii) Improve demand and capacity balancing iii) Enhance civil/military coordination and co-operation iv) Align upper airspace classification v) Implement RNP approaches 			
AIS	<p>DRAFT CONCLUSION 30/02 ACTION PLAN TO IMPROVE AIS IN THE E/CAR</p> <p>That the AIS Committee develop and present to the DCAs an action plan specifying agreed solutions to improve AIS in the E/CAR in accordance with information contained in Appendix A to this part of the report and keeping in mind the ATM requirements relating to the 2007 Cricket World Cup.</p>			

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
AIS	<p>DRAFT CONCLUSION 30/03 AIS TECHNICAL VISITS</p> <p>That in order to improve AIS technical expertise and harmonization in the E/CAR:</p> <ul style="list-style-type: none"> a) the TTCAA, on behalf of PIARCO AIS, extend an invitation by the first half of September 2006 to the E/CAR States/Territories to send two of their AIS staff on AIS Technical Visits to Piarco AIS and that receiving States/Territories reply within two months of receipt of the invitation; b) the E/CAR Civil Aviation Authorities support a two day visit of their AIS staff to Piarco AIS in accordance with the adjusted tentative schedule and agenda contained in Appendix B; and c) the E/CAR States/Territories support the visit of the Piarco AIS Chief Technical Officer to their facilities for the purpose of identifying deficiencies in accordance with the list referred in Appendix C. 			
AIS	<p>DRAFT CONCLUSION 30/04 MEETING OF THE AIS COMMITTEE</p> <p>That in order to advance the AIS activities of the E/CAR:</p> <ul style="list-style-type: none"> a) the 2nd Meeting of the E/CAR AIS Committee be held in 2007 for the purpose of: <ul style="list-style-type: none"> ▪ defining the Integrated Automated AIS in the E/CAR; ▪ drafting the Implementation Plan of the Integrated Automated AIS in the E/CAR through Aeronautical Information Management using the AICM and AIXM models; ▪ resolving other E/CAR AIS deficiencies; and ▪ implementing the E/CAR AIS Quality Assurance Programme. b) that ICAO, in cooperation with France and the United States, support the Meeting with technical experts in AIS quality assurance programmes and Aeronautical Information Management implementation. 			

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
AIS	<p>DRAFT CONCLUSION 30/05 STATUS OF IMPLEMENTATION OF THE E/CAR AIS/MAP SYSTEMS</p> <p>That in order to reflect the fulfilment of the AIS/MAP systems in the E/CAR, States/Territories present information in the format contained in Appendix D to this part of the report, and submit advances to the NACC Regional Office in this respect by 15 November 2006 and thereafter on a quarterly basis until complete.</p>			
AIS	<p>DRAFT CONCLUSION 30/06 HARMONIZATION OF THE WGS-84 BOUNDARY COORDINATES OF THE MAIQUETIA AND PIARCO FIRs</p> <p>That Trinidad and Tobago and Venezuela:</p> <ul style="list-style-type: none"> a) finalize the harmonization of bordering geographical coordinates of their respective FIRs by May 2007, and b) inform ICAO of the completion of this activity. 			
SAR	<p>CONCLUSION 30/07 NATIONAL AND INTERNATIONAL SAR COOPERATION AGREEMENTS IN THE E/CAR</p> <p>That States/Territories of the E/CAR Area that have not yet done so:</p> <ul style="list-style-type: none"> a) present an up-to-date report of their bilateral and/or multilateral SAR cooperation agreements with other States/Territories/International Organizations which allow the use of mechanisms and resources to improve the SAR regional system; and b) submit to the ICAO NACC Regional Office by 30 August 2007 a report on the progress attained in this regard. 			

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
MET	<p>DRAFT CONCLUSION 30/08 PARTICIPATION OF MET PERSONNEL IN ICAO MEETINGS</p> <p>That, where applicable, civil aviation administrations make the necessary coordination with national meteorological services to:</p> <ul style="list-style-type: none"> a) enable the participation of meteorology experts in ICAO meetings; b) assign a MET expert to be directly contacted by the AERMET Subgroup Secretariat and by the task forces' rapporteurs to carry out the required actions in their respective work programmes; and c) send the contact information of the MET expert assigned to the ICAO NACC Office as soon as possible and, in any event, not later than 15 March 2007. 			
ATM	<p>DRAFT CONCLUSION 30/09 PARTICIPATION IN THE NAT/CAR ATS ROUTES WORKING GROUP MEETINGS</p> <p>That ICAO urge Cuba, Curacao, Dominican Republic, Haiti, Jamaica, Trinidad and Tobago, and Venezuela to participate in the NAT/CAR ATS Routes Working Group meetings for the implementation of the WATRS Plus project in CAR and NAT Regions.</p>			
ATM	<p>DRAFT CONCLUSION 30/10 ACTION PLAN TO ESTABLISH DEMAND AND CAPACITY BALANCING MEASURES IN THE E/CAR</p> <p>That the ATM Committee develop and present to the DCAs an action plan specifying agreed solutions to establish demand and capacity balancing in the E/CAR in accordance with information contained in Appendix F to this part of the report and keeping in mind the requirements relating to the 2007 Cricket World Cup.</p>			

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
GEN	<p>DRAFT CONCLUSION 30/11 PARTICIPATION IN THE IMPLEMENTATION OF DEMAND AND CAPACITY BALANCING MEASURES IN THE E/CAR FOR THE CRICKET WORLD CUP 2007.</p> <p>That,</p> <p>a) States and Territories of the Eastern Caribbean provide the name and related information of the point of contact who will participate in the implementation of demand and capacity balancing measures in the E/CAR; and,</p> <p>b) ICAO take action to send invitation letters to Curacao, Dominican Republic, Guyana, Haiti, Jamaica, Suriname, Trinidad and Tobago, United States and Venezuela for their participation in the implementation of demand and capacity balancing measures for the Cricket World Cup to be held during March and April, 2007.</p>			
ATM	<p>DRAFT CONCLUSION 30/12 ATFM OPERATIONAL LETTERS OF AGREEMENT</p> <p>That E/CAR States/Territories that have not done so, encourage the ATS providers to include demand capacity balancing measures in their operational letters of agreement by 30 November 2006.</p>			

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
GEN	<p>DRAFT CONCLUSION 30/13 BEGIN TRIALS ON THE USE OF ICAO ELECTRONIC GLOBAL AIR NAVIGATION PLANNING TOOLS</p> <p>That States/Territories of the E/CAR,</p> <ul style="list-style-type: none"> a) utilize the on-line electronic planning tools provided on the ICAO web page as the common planning and implementation mechanism, ensuring proper coordination of regional and global integration; b) review on a regular basis the progress achieved and challenges identified in the implementation process; and c) provide feedback to the Secretariat on their possible improvements. 			

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
ATM	<p>DRAFT CONCLUSION 30/14 REGIONAL ATM SAFETY MANAGEMENT SYSTEM</p> <p>That the States/Territories of the E/CAR,</p> <ul style="list-style-type: none"> a) take the necessary actions for the implementation of an ATM safety system which ensures air navigation service providers the implementation of a Safety Management System in accordance with the new ICAO Annex 11 guidelines; b) establish the acceptable levels and objectives with regard to safety, within the airspace and aerodromes of their jurisdiction; c) consider the use of ECCAIRS (European Coordination Centre for Aviation Incident Reporting Systems) as a means for classification of incident and accident taxonomies; d) take appropriate actions so as to provide funds for the promotion and enhancement of the ATM safety culture in their respective organizations in accordance with ICAO Doc 9859 guidelines; e) foster analysis and co-operation meetings among their related SMS/QAP specialists in order to share experiences for the effective implementation of ATM safety management programmes; and, f) participate in the activities carried out by ICAO in order to facilitate the implementation of a regional ATM safety management system. 			

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
CNS	<p>DRAFT CONCLUSION 30/15 ACTION PLAN TO IMPROVE CNS IN THE E/CAR</p> <p>That the CNS Committee develop and present to the DCAs an action plan specifying agreed solutions to improve CNS in the E/CAR in accordance with information contained in Appendix M to this part of the report and keeping in mind the requirements of ATM and AIS fields relating to the 2007 Cricket World Cup.</p>			
AVSEC	<p>DRAFT CONCLUSION 30/16 RECRUITMENT OF AVSEC PROFESSIONALS</p> <p>That the States/Territories:</p> <ul style="list-style-type: none"> a) review the ICAO prerequisites and forward this information to AVSEC qualified individuals in their administrations; and b) encourage qualified individuals to apply with ICAO to assist States with the enhancement of their AVSEC Programmes 			
AVSEC	<p>DRAFT CONCLUSION 30/17 AVIATION SECURITY POINT OF CONTACT (POC) NETWORK</p> <p>That the States/Territories:</p> <ul style="list-style-type: none"> a) review the criteria information and designate the appropriate authority to receive imminent threats to civil air transport operations through this Network; and b) as soon as practical sign up with ICAO using the appropriate form for the Aviation Security Point of Contact (POC) Network. 			

FIELD	DRAFT CONCLUSIONS	ACTION FOR	REMARKS/ FOLLOW-UP	ACTION BY DCAS
ATM	<p>DRAFT CONCLUSION 30/18 REORGANIZATION OF THE ATM TERMS OF REFERENCE AND WORK PROGRAMME OF THE E/CAR/WG</p> <p>That ICAO:</p> <ul style="list-style-type: none"> a) review and integrate the ATM tasks of the E/CAR Working Group considering the performance objectives, as indicated in the Appendix B to this part of this Report, taking into account the new Global Plan Initiatives (GPI); and b) reorganize in an homogeneous manner the future activities of the E/CAR Working Group in accordance with the future annual work programme of the ICAO NACC Regional Office. 			
GEN	<p>DRAFT CONCLUSION 30/19 PARTICIPATION OF ST. MAARTEN AND SAN JUAN PERSONNEL IN E/CAR MEETINGS</p> <p>That ICAO carry out appropriate actions to contact the administrations of the Netherlands Antilles and United States and inform them of the importance of participation of personnel of St. Maarten and San Juan in E/CAR WG meetings to resolve issues affecting their respective facilities.</p>			
