



ICAO

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North American, Central American and Caribbean Office

WORKING PAPER

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**Fourteenth Directors of Civil Aviation of the Central Caribbean Meeting (C/CAR/DCA/14)**  
Kingston, Jamaica, 11 to 13 May 2015

- Agenda Item 5**      **Fourth Steering Committee Meeting of the RLA/09/801 Technical Cooperation Project (SCM/4) – Implementation of the Performance Based Air Navigation Systems for the CAR Region**
- 5.1**      **Review of previous SCM Reports and Agreements**
- 5.2**      **Project Progress Report – Achievement Assessment of the Project’s Objectives**

**CONSIDERATIONS BY CUBA ON THE PROGRESS OF THE RLA/09/801 REGIONAL PROJECT**

(Presented by Cuba)

**EXECUTIVE SUMMARY**

This working paper presents the consideration of our State regarding improvement or issues to be debated during the Fourth Steering Committee Meeting of the RLA/09/801 Technical Cooperation Project.

<b>Action:</b>	Consider in the debate the contents of Section 2 and items b) and d) of this Section of this working paper.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"><li>• Safety</li><li>• Air Navigation Capacity and Efficiency</li><li>• Environmental Protection</li></ul>
<i>References:</i>	<ul style="list-style-type: none"><li>• Report of the First Steering Committee Meeting (SCM/1), Punta Cana, Dominican Republic, 11 June 2012</li><li>• Report of the Second Steering Committee Meeting (SCM/2), Havana, Cuba, 29 May 2013</li><li>• Report of the Third Steering Committee Meeting (SCM/3), Port-of-Spain, Trinidad and Tobago, 29 April 2014</li></ul>

**1. Introduction**

1.1            During the Third Steering Committee Meeting (SCM/3) held in conjunction with the Fifth North American, Central American and Caribbean Directors of Civil Aviation Meeting (NACC/DCA/5) in Port-of-Spain, Trinidad and Tobago, from 28 to 30 April 2014, the Steering Committee updated the Plan of Activities of the Project to include a more coherent approach aimed at supporting all air navigation activities in accordance with the priority given by the Aviation System Block Upgrades (ASBU).

1.2 The Project was aligned with the new 3.1 Version of the RPBANIP, with the safety and air navigation regional targets and goals contained in the Port-of-Spain Declaration, with the Twelfth Air Navigation Conference as well as the recommendations issued by the 38<sup>th</sup> Session of the ICAO Assembly.

1.3 The Project Steering Committee approved a Plan of Activities for the Project for 2014-2016, as the reference framework for the implementation of the *Go-Team* concept.

## **2. Considerations and issues to be debated regarding the implementation progress of the Project**

2.1 In order for States to carry out a financial planning that guarantees the participation of their specialists in the events organized by the Project, it is considered important to evaluate, that once the Steering Committee Meeting has approved and detailed the Plan of Activities for the Project, it remain unchanged.

2.2 If on an exceptional basis, it is necessary to detail something within the approved Plan of Activities for the Project during the year that lapses between the Steering Committee Meetings, all agreements reached during a teleconference must be circulated through a State Letter, so each Director General can ratify these decisions. The result of this action should be also communicated to Directors through a State Letter.

2.3 Translations and simultaneous interpretation in the traditional bilingual events of our Region must continue to be assumed by the budget assigned by ICAO to the NACC Office. It does not seem logical that due to the lack of budget the meetings be convened only in English. States provide an annual contribution to ICAO and on this basis the budget should support these kind of activities that have a history of being convened. The money provided by States to this Project must not be used to cover translation and simultaneous interpretation costs.

2.4 Regarding the metrics to measure the regional implementation goals for PBN and Block 0 of the ASBU, it is necessary to evaluate them at the ANI/WG in order to explicitly foresee our contributions to the achievement of the regional goal and not leave it to chance. Two brief examples are provided as follows:

- a) in Sub-Project 2, it should be specified which of the eight airports in the region will the arrivals and departures times of operation be optimized; and
- b) in Sub-Project 5, it should be specified which will be the national quota of certified airports in order to guarantee the compliance with the 2016 goal.

## **3. Conclusions**

3.1 The Technical Cooperation Project “Implementation of the Performance Based Air Navigation Systems for the CAR Region” (RLA/09/801) has as an objective, among others, to assist States in their preparedness to commence Block 1 of the ASBU. It is therefore necessary to seek a set of answers to these concerns that we have, trusting that a collective reflection will support the successful progress of the RLA/09/801.

**4. Suggested Action**

4.1 The Meeting is invited to:

- a) take note of the Cuba position contained in this working paper;
- b) analyse and reach to a conclusion regarding planning of activities and use of the Project's budget;
- c) entrust the ANI/WG to review and fine tune the regional implementation goals for PBN and Block 0 of the ASBU; and
- d) adopt any other action that is deemed important for the successful development of the Project.

— END —