



FINAL VERSION

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN OFFICE**

THIRTY-THIRD EASTERN CARIBBEAN WORKING GROUP MEETING

(E/CAR/WG/33)

REPORT

Christ Church, Barbados
4 to 8 June 2012

Prepared by the Secretariat
June 2012

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HISTORICAL

ii.1 Place and Dates of the Meeting

The Thirty-Third Eastern Caribbean Working Group Meeting (E/CAR/WG/33) was held at the Savannah Beach Hotel, Christ Church, Barbados, from 4 to 8 June 2012.

ii.2 Opening Ceremony

The opening ceremony commenced with introductory remarks by Mr. Mitchinson Beckles, Director of the Civil Aviation Department of Barbados who welcomed the participants and emphasized several air navigation aspects to be worked out by the meeting. Mr. Julio Siu, ICAO NACC Regional Officer for Communications, Navigation and Surveillance, on behalf of Mrs. Loretta Martin, Regional Director of the ICAO NACC Regional Office, thanked the Barbados Government and the Barbados Civil Aviation Department for hosting the E/CAR/WG/33 and E/CARNTG/3 Meetings, highlighting the importance of the work of the E/CAR/WG, the relevant meeting agenda issues and the contribution of their committees and Ad-hoc groups for the harmonized implementation of air navigation in the E/CAR sub-region. Mrs. Suzanne Griffith, member of the Barbados Civil Aviation Organizing Committee also gave a vote of thanks to all participants from the Eastern Caribbean States/Territories, International Organizations and local sponsors of the meeting. Finally, the Honourable George Hutson, Minister of International Business and International Transport, gave a welcome speech to the participants, which is presented below, highlighting the importance of civil aviation in the development of Barbados and officially opened the Meeting:

*ADDRESS BY HON. E. GEORGE HUTSON, MINISTER OF INTERNATIONAL BUSINESS AND
INTERNATIONAL TRANSPORT AT THE THIRTY THIRD (33RD) EASTERN CARIBBEAN WORKING
GROUP AND THE THIRD (3RD) EASTERN CARIBBEAN NETWORK TECHNICAL GROUP MEETING
TO BE HELD AT SAVANNAH BEACH HOTEL
ON MONDAY, JUNE 4TH, 2012*

Master of Ceremonies

*Permanent Secretary, Ministry of International Business and International
Transport, Ms. Gabrielle Springer*

ICAO Regional Officer NACC Office, Mr. Julio Siu

Representatives of the ICAO Regional Office in Mexico

*Director of the Civil Aviation Department, Mr. Mitchison Beckles and Staff
Members*

Specially Invited Guests

Members of the Press

Ladies and Gentlemen

Good Morning,

I am pleased to be able to extend a warm welcome to all of you this morning, in particular those of you visiting from outside the region and those visiting for the first time.

Aviation is an important part of the economic development of the Caribbean region in general, but more so for the islands of the Eastern Caribbean as it represents the primary means of travel between our countries.

Barbados and the Barbados Civil Aviation Department are honoured to host these important regional meetings of the International Civil Aviation Organization (ICAO) namely the 33rd ICAO Eastern Caribbean Working Group Meeting, and the 3rd Eastern Caribbean Network Technical Group Meeting.

Hosting this ICAO meeting of the Caribbean regulatory bodies comes at an appropriate and interesting time for Barbados. It comes when Barbados is evaluating a comprehensive restructuring plan for the Civil Aviation Department. This restructuring will see the evolution of the existing Civil Aviation Department into a Civil Aviation Authority.

This new organization will facilitate a more dynamic civil aviation unit, one which is more responsive to the needs of our stakeholder partners and to ICAO policy amendments. This will go a long way towards our objective of having Barbados categorized as a “Category 1 State” by the Federal Aviation Administration in the United States of America.

This is an effort for Barbados to meet ICAO’s Global Planning Initiatives and to conform to the International Standards and Recommended Best Practices.

Moreover as a means of improving the working conditions of the staff, Government has undertaken to build a new state-of-the-art Civil Aviation Building. The architects have completed the preliminary designs and construction of this building should begin before the end of the year.

In addition to the Civil Aviation Department, the building will accommodate the Meteorological Department, the Air Transport Licensing Authority and other necessary offices in order to enhance staffing conditions.

Barbados economy is driven mainly by tourism and depends on airlift to facilitate this sector. The Government therefore deems it very important that we create and retain a modern technological infrastructure at Grantley Adams International Airport that is capable of attracting the New High Tech aircraft. Indeed, during 2011, Barbados was the Test bed for Boeing in the testing of their Boeing 787 and 747-800 aircraft.

From all reports this exercise was very successful, and the facilities and supporting infrastructure proved to be more than adequate. We look forward to similar opportunities in the future.

Ladies and Gentlemen, the purpose of these meetings is to give civil aviation professionals in the East Caribbean an opportunity to examine and discuss problems affecting airspace organization and utilization of the Eastern Caribbean area. More specifically the implementation of a performance Based Navigation (PBN) approach for the improvement in all navigation fields in the East Caribbean.

You also know that the Performance Based Navigation (PBN) approach embraces existing and emerging technologies to provide options to support tactical and strategic management of air navigation services. The International Civil Aviation Organization (ICAO) has encouraged States across the Globe to consider four principles:-

- 1. Seek operational enforcement in Air Navigation Systems effectively encouraging states to develop a plan to go to satellite systems;*
- 2. Use existing navigational infrastructure and embrace emerging technologies which are GPS based;*
- 3. Take advantage of the capacity of the structure of existing aircraft; and*
- 4. Improve whatever is necessary with a Performance Based Navigation approach.*

In 2011, Barbados completed and filed our Performance Based Navigation Implementation Plan with ICAO and the Trinidad and Tobago Civil Aviation Authority.

The plan highlights Barbados' transitioning to the ICAO Communication and Surveillance Systems and harmonizing with the Eastern Caribbean Region to develop a Communications and Navigation Surveillance/Air Traffic Management infrastructure.

In keeping with the Regional Strategy, Barbados has retained its conventional systems which are Radar, VOR/DME and ILS in place to facilitate its continued use by Regional aircraft many of which have not yet installed GPS navigational systems. Barbados is also actively involved in Regional Data sharing.

Ladies and Gentlemen, already there is a work in progress to established Standard Instrument Departures and Standard arrivals with said RNAV/RNP capability.

In addition, all Instruments Flight Rules-rated, ATS personnel have undergone CNS/ATM training as part of Barbados' transitional programme.

The move towards the implementation of automatic Dependent Surveillance-Broadcast (ADS-B) has therefore commenced, and Barbados has reached an advanced stage towards the implementation of a MULTILATERATION system to be implemented in 2013, as its first phase. The full implementation of the system will only be possible if based on a regional decision, considering that there is still a need to communicate with an aging Regional fleet.

A new flight Plan Message Processing/flight Data Processing System will be implemented in 2013. To allay any fears, Barbados will be upgrading its current flight Plan Message Processing System (ATOM) to be ready for interface with the implementation of the new ICAO Flight Plan Format in November 2012.

Ladies and Gentlemen, as I alluded to at the start of this presentation, airport development is critical to the macro developmental objectives of Small Island Developing States (SIDS), particularly those states where Tourism development and International Business development are at the core of the economy.

Consequently, there is a need for continuing development of the infrastructure and facilities at Grantley Adams International Airport.

An Airport Master Plan has now been completed and will shortly be presented to Cabinet before being laid in Parliament. This Master Plan will guide the physical development of the airport over the next 20 to 25 years.

As part of our continuing improvements at Grantley Adams International Airport we have extended our taxiway at the Eastern end of the runway, so that aircraft can now use the full length (11,000 ft.) of the runway and exit to the east end taxing to the relevant gate. Previously, aircraft would have to do a “U” turn and return down the runway before exiting.

New “Energy Efficient Centre Lighting” has been installed to guide aircraft using this taxiway. We have also done some upgrade of the signage on the airfield and the drainage so as to minimize water settlement on the runway. These improvements have greatly improved the safety of the runway and taxiways.

Ladies and Gentlemen, all these initiatives carry a significant price tag to Government. The cost of regional travel we all accept is too high.

Government is faced with the dilemma of how to finance needed airport development:-

- *How much of the cost should be borne by persons using the facilities.*
- *How much to be borne by the State/Taxpayers in general.*
- *How can we contain cost.*
-

In this regard, we need to examine new mechanisms for regional co-operation and shared cost - Technical, Personnel cost, etc. I believe some collaboration on this has already begun with CASSOS.

- *Rationalization of airport development.*

I.e. can we/should we, as a region, continue to compete.

I.e. removal of Transit Charges to facilitate connection to large airlines such as Virgin Atlantic/British Airways/American Airlines.

- *How do we develop a hub and spoke network and how does this marry cost needs and development needs of individual islands.*

In closing, I wish you well in your discussions and on your behalf I also wish to thank the Barbados Director of Civil Aviation and his team including Mrs. Suzanne Griffith, for planning and organizing these two meetings.

I now declare the 33rd Eastern Caribbean Working Group meeting, and the 3rd Eastern Caribbean Network Technical Group meeting, open.

I Thank You.

ii.3 **Organisation of the Meeting**

The E/CAR/WG/33 Meeting was chaired by Mr. Charles Anthony Meade, E/CAR/WG Chairman, who held the Meeting in plenary and as working sessions for the discussion of the Committees and Ad-hoc Groups. Mr. Julio Siu, Regional Officer, Communications, Navigation and Surveillance acted as Secretary of the Meeting, assisted by Mr. Jaime Calderon, Regional Officer, Aerodromes and Ground Aids, both from the ICAO NACC Regional Office.

ii.4 **Agenda**

The Meeting adopted the following agenda:

- | | |
|----------------------|---|
| Agenda Item 1 | Approval of the draft agenda and schedule |
| Agenda Item 2 | Review and follow-up to Conclusions/Decisions of previous E/CAR/WG/32 and E/CAR/DCA/23, GREPECAS/16 and PPRC/1, NACC/WG/3 and NACC/DCA/4 Meetings |
| Agenda Item 3 | Air Navigation Matters |
| | 3.1 Global/Regional Air Navigation Developments |
| | 3.2 Follow-up on the implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) in Eastern Caribbean: |
| | <ul style="list-style-type: none">• Progress reports of the AIM, AGA, ATM, CNS and SAR Committees, Ad-hoc Groups and the E/CAR/WG Chairman• AIM, AGA, ATM, CNS and MET National Plan Reports |
| | 3.3 Specific Developments in Air Navigation |
| | <ul style="list-style-type: none">• AIM• AGA• ATM• CNS• MET• SAR |
| Agenda Item 4 | Terms of Reference (ToRs) and Work Methodology Review |
| | 4.1 E/CAR/WG Terms of Reference (ToRs) and Work Methodology review and update |

Agenda Item 5 Other business

- 5.1 Host and dates of the next E/CAR/WG Meeting
- 5.2 ICAO Electronic Safety Tools

ii.5 Schedule and Work Mode

The Meeting agreed to hold its daily sessions from 08:30 to 15:30 hours, with two breaks. The Meeting also agreed to work in plenary. Ad-hoc Groups were created during the Meeting to do further work on specific items of the Agenda.

ii.6 Attendance

The Meeting was attended by 40 participants from 8 E/CAR States/Territories and 2 International Organisations. The list of participants is shown on pages iii-1 to iii-5.

ii.7 Conclusions and Decisions

The Eastern Caribbean Working Group recorded its activities as Decisions and Draft Conclusions as follows:

Decisions Internal actions of the E/CAR/WG

Draft Conclusions Actions requiring communication to States and Territories and/or endorsement by the E/CAR DCAs.
Note: Draft Conclusions can be approved by correspondence in between Meetings

LIST OF DRAFT CONCLUSIONS ADOPTED BY THE E/CAR/WG/33 MEETING

Number	Title	Page
33/1	PBN IMPLEMENTATION ACTIVITIES IN THE EASTERN CARIBBEAN	3-4
33/2	TRAINING AND ADEQUATED STAFF FOR THE AERONAUTICAL INFORMATION SERVICES SYSTEM (AISS) WHICH INCLUDES THE CENTRAL FLIGHT PLANNING SYSTEM	3-5
33/3	RADAR DATA SHARING ACTIVITIES IN THE ECAR REGION	3-5
33/4	PREPARATION FOR THE IMPLEMENTATION OF THE CENTRAL FLIGHT PLANNING SYSTEM, AERONAUTICAL INFORMATION SERVICES SYSTEM (AISS) AND THE ATS MESSAGE HANDLING SYSTEM (AMHS) SYSTEM	3-6
33/5	IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT PLAN FORM BY 15 NOVEMBER 2012	3-7
33/6	SAR ACTIVITIES IN THE E/CAR REGION	3-8
33/7	PREPARATION OF e-TOD ACTION PLAN	3-10

33/8	ACTION PLAN FOR AIDC IMPLEMENTATION USING CPL - LAM MESSAGES	3-14
33/9	IMPLEMENTATION OF THE ICAO FUEL SAVINGS ESTIMATION TOOL (IFSET) IN THE EASTERN CARIBBEAN	5-2

ii.8 List of Working, Discussion and Information Papers and Presentations

Working, Discussion, and Information Papers and Presentations are available on the ICAO website at the following link: <http://www.mexico.icao.int/Meetings/ECARWG33.html>

WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/01	1	Approval of the draft agenda and schedule	20/04/12	Secretariat
WP/02	2	Review and follow-up to Conclusions/Decisions of previous E/CAR/WG and NACC/WG/3	25/05/12	Secretariat
WP/03	3.2	Radar Data Sharing and Centralized Flight Plan Planning Activities in the E/CAR Region	22/05/12	Secretariat
WP/04	3.2	Follow-Up on the Implementation of the NAM/CAR Regional Performance Based Air Navigation Plan (NAM/CAR RPBANIP)	27/04/12	Secretariat
WP/05	3.3	Guide for an Action Plan for the e-TOD Implementation	30/04/12	Secretariat
WP/06	3.3	QMS/SMS Harmonization	30/04/12	Secretariat
WP/07	3.3	Enhance Runway Safety	28/05/12	Secretariat
WP/08	3.2	Results on the implementation of a PBN Airspace Concept	30/04/12	Secretariat
WP/09	3.2	Search and Rescue (SAR) Capacity Assessment	30/04/12	Secretariat
WP/10	3.3	ICAO NACC Database (ICARD)/five-letter name-codes (5LNCS) and eliminating duplication of 5LNC'S	02/05/12	Secretariat
WP/11	3.2	Results of the off-line tests and follow-up to the Implementation of the New ICAO Flight Plan (FPL) Format	30/4/12	Secretariat
WP/12	3.2	ICAO final position for the ITU Radio Communication Conference 2012 (WRC-2012)	28/04/12	Secretariat
WP/13	3.3	Progress on ADS-B Activities and Multilateration	30/04/12	Secretariat
WP/14	4.1	E/CAR/WG Terms of Reference (ToRs) and Work Methodology review and update	30/05/12	Secretariat
NE/15	3.3	Aviation System Block Upgrades (ASBU) Methodology and update of the Performance-Based Air Navigation implementation plans	28/04/12	Secretariat
WP/16	3.1	NGAP Initiative and results of the Training Centres Meeting in the NAM/CAR Regions	24/05/12	Secretariat

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WORKING PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
WP/17	3.1	ICAO Regional Technical Cooperation Project for the Caribbean Region “Implementation Of The Performance Based Air Navigation Systems” (RLA/09/801)	28/05/12	Secretariat
WP/18	3.3	AIDC Progress implementation in the CAR Region	28/05/12	Secretariat
WP/19	5.2	Application of the revised methodology for the identification, assessment and reporting of Air Navigation Deficiencies and its Integrated Safety Trend Analysis and Reporting System (iSTARS) Centralized Database	03/05/12	Secretariat
WP/20	3.3	MEVA III Request for Information Document (RFI)	18/05/12	MEVA TMG Coordinator
WP/21	3.2	AMHS Implementation and FPL Centralized Activities	01/06/12	Trinidad and Tobago
WP/22	3.3	WIFS Transition Status Update	29/05/12	Secretariat
WP/23	3.2	AGA Committee – Report of Progress, April 2012	01/06/12	E/CAR/WG Chairman
WP/24	3.2	Radar Data Sharing Infrastructure and Implementation	25/05/12	Trinidad and Tobago
WP/25	3.3	Implementation of Reduced Lateral and Longitudinal Separation Minima in New York Oceanic Airspace	22/05/12	United States
WP/26	3.2	Radar Data exchange activities in the E/CAR Region	22/05/12	France
WP/27	3.2	Progress Report of the AIM Committee	29/05/11	AIS Committee

INFORMATION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
IP/01	--	General Information	27/02/12	Secretariat
IP/02 Rev	--	List of Working and Information Papers	04/06/12	Secretariat
IP/03	2	Review and follow-up to Conclusions/Decisions of GREPECAS/16, E/CAR/DCA/23, PIARCO Policy Group and NACC/DCA/4 Meetings	29/05/12	Secretariat

INFORMATION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
IP/04	3.1	Updates to ICAO SARPS and Current Works of ICAO Expert Panels	27/04/12	Secretariat
IP/05	3.1	Regional Performance Framework – Electronic Air Navigation Plans and Amendments	17/05/12	Secretariat
IP/06	5.1	Next Eastern Caribbean Working Group Meetings	01/05/12	Secretariat
IP/07	3.3	ATS Interfacility Data Communication Implementation in the Caribbean, North, Central and South American Regions	18/05/12	United States
IP/08	3.3	Flight Planning Quality Improvement Initiative in the Caribbean, North, Central, and South American Regions	22/05/12	United States
IP/09	3.3	Aerodrome Safety Programs update	29/05/12	United States
IP/10	3.2	Performance Based Navigation Plan Schedule	30/05/12	Barbados
IP/11 Rev	3.2	Update on The Implementation of a PBN Airspace Concept	08/06/12	Trinidad and Tobago

PRESENTATIONS				
Number	Agenda Item No.	Title	Date	Prepared and Presented by
P/1	5.2	IFSET & Data Base	---	Secretariat
P/2	5.2	ICAO Safety Tools	---	Secretariat

DISCUSSION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
DP/01	3.2	Report of the Ad-hoc Meeting of the E/CAR/WG AGA Committee	07/06/12	Rapporteur AGA Committee
DP/02 Rev	3.2	Summary of Discussion of the ATM Committee	08/06/12	Rapporteur ATM Committee
DP/03 Rev	3.2	Report of the AIM Ad-hoc Group	08/06/12	Rapporteur AIM Committee
DP/04	3.2	SAR Committee Report	07/06/12	Rapporteur SAR Committee

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DISCUSSION PAPERS				
Number	Agenda Item	Title	Date	Prepared and Presented by
DP/05	3.2	Radar Data Sharing Ad-hoc Group (CNS Committee)	07/06/12	Rapporteur CNS Committee
DP/06	3.2	Report of the CNS Committee	14/06/12	Rapporteur CNS Committee

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List of Participants – General Information

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List of Participants – General Information

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List of Participants – General Information

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Thirty- Third Eastern Caribbean Working Group Meeting

E/CAR/WG/33

List of Participants – General Information

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Agenda Item 1: Approval of the draft agenda and schedule

1.1 The Secretariat presented WP/01, inviting the Meeting to approve the provisional agenda and schedule and referred to IP/02 with the list of associated documentation and presentations. The Meeting approved the agenda as presented in the historical section of this report and made minor changes to the meeting schedule.

Agenda Item 2: Review and follow-up to Conclusions/Decisions of previous E/CAR/WG/32 and E/CAR/DCA/23, GREPECAS/16 and PPRC/1, NACC/WG/3 and NACC/DCA/4 Meetings

2.1 The Meeting reviewed WP/02 presented by the Secretariat, which included the valid Conclusions/Decisions from previous E/CAR/WG/32 and NACC/WG/3 Meetings.

2.2 As a result of the review and based on the E/CAR/NTG/3 Meeting results, all valid Conclusions of the E/CAR/WG were superseded or completed:

- C31/2, 31/7 b) and c) were superseded; and
- C31/6 b), c) and d), 32/5 and C32/6 were completed.

2.3 The Meeting followed-up on the valid Conclusions/Decisions from the previous NACC/WG Meeting identifying the progress being made by the Committees:

- NACC/WG/3/1: ongoing work by ATM Committee
- NACC/WG/3/2: testing of New Flight Plan format included in Centralized Flight Plan Activities (AIM Committee)
- NACC/WG/3/3 and NACC/WG/3/4: ongoing work by AIM Committee
- NACC/WG/3/5: ongoing work by SAR Committee
- NACC/WG/3/6: ongoing work by CNS Committee
- NACC/WG/3/7: ongoing work by E/CAR States

2.4 In addition, the Meeting took note of IP/03 as a reference, which included Conclusions/Decisions from the GREPECAS/16, ECAR/DCA/23, PIARCO Policy Group and NACC/DCA/4 Meetings, highlighting the different actions being carried-out by the E/CAR/WG:

- E/CAR/DCA/23/5, E/CAR/DCA/23/6 and E/CAR/DCA/23/10: AIM Committee is coordinating the implementation of FPL related activities
- E/CAR/DCA/23/7: MPLS Network implemented since April 2011.
- E/CAR/DCA/23/8: New fault reporting application (Top desk)
- E/CAR/DCA/23/9: under coordination by SAR Committee
- E/CAR/DCA/23/11: ATM Committee coordinates the PBN implementation
- PIARCO/PG/4/3: under radar data group activities of the CNS Committee
- PIARCO/PG/4/4: under AIM Committee's activities

Agenda Item 3: Air Navigation Matters

3.1 Global/Regional Air Navigation Developments

Relevant Aspects Related to Aeronautical Training in the CAR Region

3.1.1 Under WP/16, the Meeting was informed on the progress of the Next Generation of Aviation Professionals (NGAP) Task Force, the NGAP Symposium carried out in March 2010, and the promotion and continuity of the NGAP initiative through NGAP and TRAINAIR *PLUS* regional conferences. The Meeting encouraged States to note and follow-up on the progress of the NGAP initiative, the ICAO Training Policy and the TRAINAIR *PLUS* programme, to consider in their human resources national planning the results and current activities of the NGAP Task Force Group, the ICAO guidance material and other regional guidance related to the generation of competencies and training.

3.1.2 The Meeting was also urged to comment on the CAR Aeronautical Training Regional Plan available at <http://www.mexico.icao.int/Training/PlandeInstruccionRegionCAR.pdf> and encourage States/Territories to develop their National Strategic Training Plans sending comments and their plans to the ICAO NACC Regional Office as soon as possible. Some training requirements for the transition to AIM and for the PBN implementation were provided:

- Quality management system (QMS)
- Geographic Information Systems (GIS)
- eAIP Aeronautical Information Publication
- Aeronautical Information exchange Model
- Electronic Aeronautical Charts
- Electronic Terrain obstacle data (eTOD)
- PBN concept
- GNSS theory, Area Navigation (RNAV)
- RNP and Airspace Planning and Design
- Implementation PBN Navigation Specifications and knowledge on PBN Approvals
- Basic ICAO Procedures for ANS – Operations (PANS-OPS)
- Advanced ICAO Procedures for ANS – Operations (PANS-OPS)

***ICAO Regional Technical Cooperation Project for the Caribbean Region –
“Implementation of the Performance Based Air Navigation Systems” (RLA/09/801)***

3.1.3 The Secretariat presented WP/17, on the progress in preparing for the implementation of the ICAO Regional Technical Cooperation Project for the Caribbean Region – Implementation of the Performance Based Air Navigation Systems (RLA/09/801). The Meeting took note of the First Meeting of the Project Steering Committee which was held as part of the NACC/DCA/4 Meeting during which the project objectives, scope, organization, members, activities, benefits, deliverables, schedule, resources, funding, metrics, risks and next steps were presented.

3.1.4 The Meeting recognized the benefits of the RLA/09/801 Regional Project. The Secretariat also informed that Bahamas, Barbados, Haiti, Jamaica, Mexico and Trinidad and Tobago had made effective the initial deposit. ECCAA informed the Meeting that the initial deposit for the Project was also made.

3.1.5 The Meeting encouraged CAR States that have not confirmed their participation in the Project, to deposit the initial contribution of USD\$25,000 in ICAO's account as soon as possible and also to take into consideration the activities and scope of the RLA/09/801 project in the implementation of the air navigation systems in the Region. ICAO invited the project participants to attend the Second Meeting of the Steering Committee to be held at the 12th Meeting of Directors of Civil Aviation of Central Caribbean (C/CAR/DCA/12) in Punta Cana, Dominican Republic from 10 to 13 July 2012, where the project activities will begin.

Relevant Air navigation Issues

3.1.6 For the implementation activities and corresponding coordination of the Working Groups, under IP/04 the Secretariat provided a briefing on the most recent relevant ICAO Standards and Recommended Practices (SARPs) and guidance material updates with a general overview of the current works by the ICAO Panels.

3.1.7 Under IP/05, the Secretariat informed the Meeting of the new web based format for all Regional ANPs, called electronic ANPs (eANPs), which can be updated in real time, edited online, viewed by all relevant partners and aligned with the Aviation System Block Upgrades (ASBU) methodology. The electronic access and format will result in far more accurate and up-to-date data source at a lower cost in terms of: time spent; work duplication and error-checking. The features of the eANPs were highlighted. The initial scope of this system is currently viewable on the Safety Tools User Group (STUG) website (<https://portal.icao.int/stug/Pages/Homepage.aspx>). Beta-versions of other applications to view data related to the eANP, will be launched by June 2012.

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

- **Progress reports of the AIM, AGA, ATM, CNS, MET and SAR Committees, Ad-hoc Groups and the E/CAR/WG Chairman**
- **AIM, AGA, ATM, CNS and MET National Plan Reports**

3.2.1 Under WP/04, the Secretariat informed of the E/CAR/WG reported progress and update of the NAM/CAR Regional Performance Based Air Navigation Plan (RPBANIP) presented to the NACC/DCA/4 Meeting, as well as the coordination actions performed by ICAO to follow-up on the RPBANIP implementation activities.

3.2.2 The Meeting noted that since August 2011 to date, several teleconferences have been carried-out with the respective Chairman of each Working Group, in order to support and guide them to follow-up on RPBANIP activities as well as to highlight accomplishments and operational benefits achieved from the experiences of these implementations. Regarding the analysis of established timelines, planned activities and corresponding action plans for Regional Performance Objectives (RPO), the following was concluded:

- a) Several activities for the RPO require time validation and responsible parties, since in several cases these dates have expired or the activities are no longer valid;
- b) There is a lack of action plans for RPO 6 and RPO 12, associated with SAR and MET respectively; and
- c) ICAO has not been informed of any action plan updates in accordance with the RPBANIP NAM/CAR (V-2.0).

Regional Performance Objective 1: Implementation of PBN

3.2.3 Under WP/08, the Meeting was informed on the update of the strategy on the PBN implementation (Appendix A of WP/8) and the progress on the implementation of an airspace concept in the CAR Region. Also the Meeting recalled NACC/WG/3 Conclusion 3/1, that CAR States, Territories and International Organization should review the airspace structure to implement a comprehensive PBN Airspace Concept that offers the best operational advantages for the users and ATS providers, in relation to ATS operational capacity, fuel consumption, as well as the preservation of the global environment through the reduction of CO₂ emissions.

3.2.4 The implementation of SID/STAR RNAV routes requires the publication of air navigation specifications for terminal areas that allow linking the RNAV routes with the respective PBN instrument approach procedures according to the ICAO Assembly Resolution A37/1. The ATS providers were also encouraged to analyze the implementation of continuous descend operations (CDO).

3.2.5 In **Appendix A** to this part of the report, Trinidad and Tobago and France provided their updates to the existing RNAV/RNP Approach Procedures, SIDs and STARs.

3.2.6 The Secretariat informed of the PBN Airspace concept and GNSS implementation workshop to be held in the ICAO NACC Regional Office from 27 to 30 of August 2012, as well as the ICAO PBN Symposium from 16 to 19 October 2012 at the ICAO Headquarters in Montreal, Canada (www.icao.int/Meetings/PBN-Symposium).

3.2.7 Under IP/11 Trinidad presented an update on the PBN implementation and the progress on the implementation of a PBN airspace concept within the ECAR Region – Piarco FIR/CTA/UTA, informing that some States such as Grenada and Trinidad and Tobago have adopted regulations for PBN operational approvals, the training received for PBN procedure design, and the development of a draft PBN roadmap by Trinidad and Tobago. It was emphasized the need for more participation by the E/CAR States on this implementation.

3.2.8 Regarding the PBN training courses, Barbados and Trinidad and Tobago indicated that these courses can be held at the Barbados TRAINAIR Plus facilities or Trinidad and Tobago Training School. The Secretariat also indicated that basic PBN courses are available as for example in ICAO NACC Regional Webpage on PBN: <http://www.mexico.icao.int/ATM.html#PBN>. Also the Secretariat informed that the procedure design courses may be provided under the ICAO RLA/09/801 “Implementation of the Performance based Air Navigation Systems” Project if the Project Members agreed to.

3.2.9 The Meeting agreed to carry out the PBN implementation follow-up through teleconferences. A teleconference was arranged for 22 August 2012. In this regard, the Meeting approved the following draft Conclusion as proposed by the ATM Committee.

DRAFT

CONCLUSION 33/1

PBN IMPLEMENTATION ACTIVITIES IN THE EASTERN CARIBBEAN

In order to accomplish the benefits of PBN implementation in the E/CAR sub-region and ensure the cooperation and participation of E/CAR States and Territories, that:

- a) States to identify appropriate personnel to be trained on PBN and the implementation of their respective national PBN implementation plans and provide this information to the ATM Committee Rapporteur (Dayanand Rajnath, Trinidad and Tobago) by **31 July 2012**;
- b) The ATM Committee Rapporteur to request IATA and IFATCA by **31 August 2012** to provide PBN training for the E/CAR sub-region;
- c) ECCAA to coordinate the development and implementation of PBN airspace concept within the OECS States informing of their progress to the ATM Committee Rapporteur by **31 August 2012**;
- d) Trinidad and Tobago to develop an E/CAR Regional PBN Implementation Plan for the PIARCO FIR by **15 September 2012**;
- e) The ATM Committee Rapporteur informs the ICAO NACC Regional Office about issues affecting the implementation of PBN plans by **31 October 2012**; and
- f) States develop and harmonize their respective National PBN Implementation Plans with the E/CAR Regional PBN Implementation Plan by **March 2013**.

Regional Performance Objective 4: Improve ATM Situational Awareness

3.2.10 Under WP/03, the Meeting recalled the agreements for the formulation of the Centralized Flight Planning System and the Radar Data Sharing Project, and the important operational benefits foreseen with these activities. In this regard the Meeting agreed to form Ad-hoc Groups for both topics. The Ad-hoc group on Radar Data Sharing reported its progress under the CNS Committee and the Centralized Flight Planning System reported under the AIM Committee.

3.2.11 Under WP/24 Trinidad and Tobago informed on their plans to implement the radar data server and the infrastructure needs to be covered in the E/CAR AFS Network. Similarly in WP/26, France offered the System Tracks from the radar sensors of Martinique and Guadeloupe to E/CAR States while the Radar Data server in Trinidad and Tobago is operational.

3.2.12 In this regard, based on the Ad-hoc Group discussions the Meeting agreed on the following draft Conclusions:

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CONCLUSION 33/2

**TRAINING AND ADEQUATED STAFF FOR THE
AERONAUTICAL INFORMATION SERVICES SYSTEM (AISS)
WHICH INCLUDES THE CENTRAL FLIGHT PLANNING
SYSTEM**

In order to ensure that the staff involved in the operation of the Centralized Flight Planning System is adequately qualified to perform flight planning, that:

- a) E/CAR States/Territories arrange for training in AIM quality management for key members of staff by **15 December 2012**, and that these staff members are mandated to establish a quality system in either their AIS Units, or their ATM Units responsible for performing AIS tasks;
- b) PIARCO AIS in conjunction with the AIM Committee Rapporteur (Shirley Ford, Barbados) circulate by **30 September**, draft requirements and procedures for the submission of flight plans to the PIARCO Centralized Flight Planning System to E/CAR States for comments to be received by **30 November 2012** and then to publish these procedures by **February 2013**;
- c) E/CAR States/Territories send appropriate staff to participate in the ICAO Seminar on Transition to AIM: Phases 1-3 to be held in Jamaica from **23 to 27 July 2012**;
- d) E/CAR States ensure that approved aircraft handling agents have staff that is adequately trained to perform flight planning; and
- e) Trinidad and Tobago consider hosting a familiarization programme for AIS operational staff who will be interfacing with the new AIS and CFPL systems within the **first half of 2013**.

DRAFT

CONCLUSION 33/3

RADAR DATA SHARING ACTIVITIES IN THE ECAR REGION

In order to prepare for the implementation of the radar data activities in the E/CAR Sub-Region, that:

- a) Trinidad and Tobago confirm to E/CAR States/Territories and the ICAO NACC Regional Office by **29 June 2012** that the Flight Plan identification correlation information can be sent with the system tracks;
- b) E/CAR States and Territories interested in receiving radar data, provide a Point of Contact and their operational requirements to the CNS Committee Rapporteur (Veronica Ramdath, Trinidad and Tobago) by **31 August 2012**;
- c) States/Territories providing radar data to the Radar Data server, to provide their theoretical radar coverage (FL 10, 30, 50, 100, 150, 200 and 300) to the CNS Committee Rapporteur by **10 July 2012**; and
- d) Trinidad and Tobago to provide to E/CAR States and the ICAO NACC Regional Office the radar sharing Interface Control Document (ICD) by **31 October 2012**.

Regional Performance Objective 5: Implementation of the New Flight Plan Format

3.2.13 The Secretariat, through WP/11, informed the Meeting about the follow-up on implementation activities for the New ICAO Model Flight Plan Form that have been reported since the

NACC/WG/3 Meeting; highlighting the results of the off-line tests carried out and the urgent attention to develop Transition Phase activities to be carried out, in this regard, States were urged to:

- a) Visit the ICAO NACC Regional Office web page where the relevant references for the implementation of the New Flight Plan Format are available: (<http://www.mexico.icao.int/ATM.html#FPL>);
- b) Comply with the GREPECAS Conclusion 16/39, which urged States to develop their action plans and inform the results of this implementation to the ICAO NACC and SAM Regional Offices no later than 30 November 2011; and
- c) Review the consolidated Action Plan, which is based on the regional performance objective (RPO) No. 5 *Implementation of the New ICAO Flight Plan Format* within the NAM/CAR RPBANIP. This RPO serves as a regional reference for the drafting of national action plans with the aim of duly complying with this implementation.

3.2.14 In this sense, the Meeting reminded the activities to be implemented (see Appendix A to WP/11), the agreements reached in the Follow-up Workshop on the Implementation of the New ICAO Flight Plan Format for the NAM/CAR Regions was held in the ICAO NACC Regional Office in Mexico City in March 2012 (see Appendix B to WP/11) including the system upgrade status for this implementation and the regional test schedule; and the results from the off-line preliminary tests of the new FPL form carried out in 28 November 2011 and in 17 January 2012.

3.2.15 Under WP/21, Trinidad and Tobago informed of their plans for the Central Flight Planning System and the Aeronautical Information Services System (AISS), but since these implementations will not be complete until May 2013, a contingency measure which includes having a converter has been scheduled. Also, a manual filling of the FPL in the new format is planned. ICAO recalled the Meeting that the use of FPL convertors may be used as a temporary solution and only New to PRESENT format conversion should be allowed. In order to prepare the implementation of the aforementioned systems, Trinidad and Tobago is requesting the State users to complete the requirement list (Appendix C of WP/21), in this regard the Meeting agreed on the following Draft Conclusion:

DRAFT

CONCLUSION 33/4

**PREPARATION FOR THE IMPLEMENTATION OF THE
CENTRAL FLIGHT PLANNING SYSTEM, AERONAUTICAL
INFORMATION SERVICES SYSTEM (AISS) AND THE ATS
MESSAGE HANDLING SYSTEM (AMHS)**

In order to prepare and evaluate the sites for the end user equipment for the Central Flight Planning System, Aeronautical Information Services System (AISS) and the ATS Message Handling System (AMHS), that E/CAR States/ Territories users of the AFTN system complete the requirement list (Appendix C of WP/21) and send it to Trinidad and Tobago (Veronica Ramdath, Trinidad and Tobago Civil Aviation Authority) by **30 June 2012**, with a copy to the ICAO NACC Regional Office.

3.2.16 The Secretariat indicated that, due to the short time left for the New Flight Plan Implementation, the E/CAR States should participate on the monthly teleconferences and scheduled testing and send to ICAO any update to their current status information on this implementation. A follow-up workshop on this implementation is scheduled in the ICAO NACC Regional office for early

September 2012. In this regard, the Meeting agreed on the following Draft Conclusion for the E/CAR region compliance for the New Flight Plan format implementation:

DRAFT

CONCLUSION 33/5

**IMPLEMENTATION OF THE NEW ICAO MODEL FLIGHT
PLAN FORM BY 15 NOVEMBER 2012**

That, considering the importance to comply with the Amendment 1 to ICAO Doc 4444 implementation activities for the new ICAO model flight plan form, States/Territories of the Eastern Caribbean:

- a) Comply with the timely implementation of tasks defined in the consolidated Action Plan as detailed in WP/11 of the E/CAR/WG/33 Meeting;
- b) Participate in the monthly teleconferences and scheduled regional testing carried-out by the ICAO NACC Regional Office;
- c) Ensure that all related specialists involved in this implementation, inclusive of aircraft operating agencies, in their respective States, be provided with the required training for the new flight plan form by **15 October 2012**;
- d) Conduct new flight plan form tests with test beds in Europe, United States and ICAO, as well as with Trinidad and Tobago when its system becomes available;
- e) Ensure the coordination with all stakeholders such as IATA, airline aircraft operators and General Aviation aircraft operators on its implementation; and
- f) Provide the information on the implementation progress and status of their national implementation plan to the ICAO NACC Regional Office prior to the convening of the Follow-up Meeting/Workshop on the Implementation of the New ICAO Model Flight Plan Form for NAM/CAR Regions scheduled for September 2012.

Regional Performance Objective 6: Improve SAR System

3.2.17 Following NACC/WG/3 Conclusion 5, the Secretariat presented WP/09 with the progress on the State SAR capability assessment considering the implementation of the 406 MHz Emergency Locator Transmitter (ELT), the implementation of national procedures for searching for aircraft, risk management in practice and safety management systems (SMS) for the SAR service, the requirements, profiles of staff and inspectors, SAR training programmes and the establishment of SAR agreements.

3.2.18 The Meeting took note that so far only Trinidad and Tobago and Barbados have presented the information according to their SAR capability. In support to this work, the ICAO NACC Regional Office is organizing a SAR Capability Assessment Workshop for the end of 2012. The Meeting considered that States/Territories and International Organizations should promote their participation in order to accomplish established goals.

3.2.19 The SAR Committee had considered these observations in its action Plan. Based on the SAR Committee results and to supersede Conclusion E/CAR/WG/31/2, the Meeting formulated the following draft Conclusion:

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CONCLUSION 33/6

SAR ACTIVITIES IN THE E/CAR REGION

In order to promote and facilitate the SAR activities and to assist those E/CAR States that request it, that the SAR Committee Rapporteur (Rohan Garib, Trinidad and Tobago), in coordination with the SAR Committee members accomplishes the following tasks:

- a) Review and update existing SAR Agreements that include permission for SAR Units from other States to provide SAR assistance within the jurisdiction of another State;
- b) Assist to establish proper coordination between civil and military authorities for efficient use of all SAR available resources;
- c) Review SAR staffing requirements and response capacity within the PIARCO Flight Information Region (FIR);
- d) Review other related activities to improve SAR services in the E/CAR and the PIARCO FIR; and
- e) Inform on the progress of these tasks to the E/CAR/DCA/24.

Regional Performance Objective 8: Protection and optimum use of Radiofrequency Spectrum

3.2.20 Under WP/12, the Secretariat provided an update to the ICAO final position for the ITU Radio Communication Conference 2012 - WRC-2012, which was disseminated to all focal points designated by States resulting in a very efficient coordination. The update was presented in the NACC/WG/3 and NACC/DCA/4 Meetings, resulting in several conclusions that support the position. In this regard, States confirmed the existing focal points designated by States as valid.

3.2.21 The ITU WRC-12, was held in Geneva, Switzerland, from 23 January to 17 February 2012, these results are shown under Appendix to WP/12, concluding that the results from this Conference were satisfactory for ICAO.

3.2.22 Likewise, in order to have an optimum use of the radio electric spectrum assigned to aviation, States were urged to take note and review recent updates to the frequency assignment lists (COM Lists) by communicating any change or observation to these updates to the ICAO NACC Regional Office by **30 June 2012**.

Regional Performance Objective 9: Optimization and modernization of communication infrastructure

3.2.23 Under WP/21, Trinidad and Tobago informed on their plan for the ATS Message Handling System (AMHS) System. France also provided their latest progress with the implementation of ADS-C and CPDLC in French Guyana and ADS-B surveillance for general aviation users (WP/26).

3.2.24 Antigua informed the Meeting that they are evaluating with their radar provider the rehabilitation of their radar system and related components. The Meeting requested that Antigua provided updates on the progress to have the radar system operational and the possibility of the exchange of the radar feed with the rest of the E/CAR region under the Radar Data Sharing activities conducted by the CNS Committee.

3.2.25 Barbados commented that the upgrade to their radar system is ongoing, and they will receive the new equipment in July 2012.

3.2.26 Saint Lucia informed of their radar display provided by France and indicated the need for training on the system. France indicated that training may be provided on request by Saint Lucia.

3.2.27 The AGA and AIM Committees presented their preliminary progress under WP/23 and WP/27 respectively. The E/CAR/WG updated its progress through its Committees (AGA, AIM, ATM, CNS and SAR) as detailed in the results shown as discussion papers. The most significant advances reported are detailed in **Appendix B** to this part of the report:

- a) AGA activities, PBN implementation and SAR activities were discussed by the AGA, ATM and SAR Committees and presented under DP01, DP02 and DP04.
- b) New Flight Plan Format Activities, Centralized Flight Planning System and missing/duplicated flight plans by the AIM Committee based on WP/11 and WP/21. Results were presented under DP03.
- c) Radar Data Sharing Activities, based on WP/03, WP/24 and WP/26, presented their results in DP/05.
- d) E/CAR Network Technical Group carried out their 3th Meeting (E/CAR/NTG/3). Results were presented under the draft report of the E/CAR/NTG/3 Meeting.

3.2.28 The CNS Committee informed that:

- a) Due to the problems identified in the past E/CAR/WG meetings with the PIARCO HF AMS service as a result of obsolete equipment and lack of support from the vendor, in May 2011 Trinidad and Tobago formalized an agreement with ARINC for the provision of HF service in the PIARCO Oceanic airspace. In May of this year the agreement was extended for a 3-year term.
- b) In compliance with the Air Navigation Plan requirements for Trinidad and Tobago, FANS-1A services from ARINC were approved and an agreement was signed in June 2012 for the provision of ADS-C and CPDLC services.

3.2.29 France provided the technical configuration for the radar sensors in Martinique and Guadeloupe shown in **Appendix C** and the theoretical radar coverage from both sites detailed in **Appendix D** to this part of the report. The Secretariat indicated that the SAC codes used from Martinique and Guadeloupe did not comply with the Regional ASTERIX SAC assignments and France need to update them. France will review this observation and will report to ICAO by 29 June 2012.

3.2.30 Under IP/10, Barbados informed the Meeting of their Performance based Air navigation Plan and the scheduled CNS activities for the implementation of PBN in Barbados.

3.3 Specific Developments in Air Navigation

AIM

3.3.1 Through WP/05 the Meeting focused its attention on the requirement for States to supply electronic terrain and obstacle data in different Areas [1, 2 (a, b, c and d), 3 and 4] and, taking into account the GREPECAS AIM e-TOD Project, it was proposed to have a guide to prepare an e-TOD Action Plan for the CAR Region.

3.3.2 The Meeting reviewed the Guide to prepare an e-TOD Action Plan presented through Appendix B to WP/05 of this Meeting, and to integrate within the Action Plan the use of an aeronautical information exchange model, the use of geographic information systems (GIS) and metadata definition. Finally, the Meeting was requested to send to the ICAO NACC Regional Office the Action Plans for the e-TOD Implementation by **30 November 2012**.

3.3.3 The Meeting was informed about the following considerations to be analyzed and resolved by the E/CAR/WG in order to promote the e-TOD data compliance:

- Currently, most Aeronautical/Civil Aviation Administrations do not have the specialists nor the equipment to carry out the surveys
- In some cases, there is no allocation of funds to carry out these activities and no detailed plans to comply with these ICAO requirements.

3.3.4. In this regard and based on the AIM Committee results, the Meeting formulated the following draft Conclusion:

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CONCLUSION 33/7

PREPARATION OF e-TOD ACTION PLAN

In order to prepare the E/CAR States and Territories for the future implementation of E-TOD, that E/CAR States/Territories:

- a) Use the guidance documents such as the e-TOD manual published by EUROCONTROL; and
- b) Prepare a national e-TOD implementation action plan using the Guide on e-TOD (available at www.mexico.icao.int/AIM.html) by **30 November 2012**.

3.3.5 The Secretariat presented WP/06 on QMS and SMS, which are issues that should be dealt with jointly in order to reach the aviation safety objectives within an organization. The Meeting concluded that both systems require harmonization and that it was necessary to clarify how to do it and that it is important to minimize any conflicts and identify any overlaps between them. SMS and QMS should be complementary.

3.3.6 Several global SMS and QMS harmonization practices from States were presented (Japan, Australia, Europe and China). The Secretariat informed the Meeting that ICAO Headquarters is working on Amendment 37 to Annex 15 (which could include a relationship between QMS and SMS) and the ICAO QMS Manual, which could support States to clarify how to harmonize QMS and SMS.

3.3.7 The Meeting expressed its concern for the lack of AIS dedicated staff in their Administrations, which will affected negatively in the implementation of QMS Systems in AIS. The Secretariat recalled to the Meeting that the requirement for skilled adequate staff for AIS is a requirement as established in Annex 15 and detailed in Doc 8126, Section 3.3 *Resources* “As with any other aeronautical service, adequate resources are essential to AIS. Highly skilled and competent staff should be given suitable accommodation and the necessary equipment for the expeditious provision of accurate aeronautical information”. In this regard States are to ensure to have and prepare their staff for the implementation of a QMS System in AIS.

AGA

3.3.8 The Secretariat presented WP/07 highlighting that different organizations as well as individuals have a collective responsibility for ensuring runway safety at aerodromes. The meeting was informed on the different activities adopted by RASG-PA and the GREPECAS project regarding runway safety enhancement. While RASG-PA has included runway excursions as part of its work programme through Safety Enhancement Initiatives, the GREPECAS project is focused on aerodromes (runway incursions/excursions and provision of runway strips and RESAS) and not including air traffic control factors.

3.3.9 The meeting took note that States were required to provide the information contained in the questionnaire attached to WP/07 for further analysis of current conditions at aerodrome airfields in support of the AGA regional project “Enhance runway safety” and recall the State letter Ref.: EMX0375 dated 3 May 2012, requiring information by 16 July 2012. An explanation of the contents of the required information was provided and also it was mentioned the future activities proposed by this regional project.

3.3.10 The United States presented IP/09, providing an update of a number of aerodrome safety programmes and initiatives currently in process. With regards to runway initiatives their runway safety programme reduced significantly the number of serious runway incursions with a 90% decrease during a period of 10 years (2000-2010). United States continue to deploy various technologies such as Airport surface detection equipment, model X (ASDE-X), Runway Status Lights (RSL), Final Approach Runway Occupancy Signal (FAROS), low-cost ground surveillance systems and airport moving maps.

3.3.11 Furthermore, United States addressed wildlife hazards and provided guidance through advisory circulars describing methodologies for conducting a wildlife hazard assessment and have an Industry-government wildlife collaboration initiative to address hazardous wildlife issues in a regional, cooperative, and prioritized manner. The development of Engineered Materials Arresting System (EMAS) and Runway Safety Area Improvements (RSA), were also considered in the presentation. The United States is also fully committed to maintaining an effective aerodrome certification programme, development and deployment of Safety Management System (SMS).

ATM

3.3.12 Under WP/10 the Meeting noted that the ICARD has been implemented globally and is currently the only approved method by ICAO for the allocation of 5LNCs, according to State Letter Ref. EMX0530 dated 1 June, 2011 requesting the NAM/CAR States/Territories to eliminate any 5LNCs codes allocated before the implementation of ICARD and which have not yet been published.

3.3.13 States should verify the availability of 5LNCs using the ICARD before the publication of the 5LNCs that were allowed through the ICARD database, to reduce the possibility of code duplication, which will help States adhere to the principles of 5LNCs establishment and allocation, as set out in Annex 11, Appendix 2.

3.3.14 Trinidad and Tobago informed the Meeting that Mrs. Pamela William has been registered to ICARD as the Authorized user for Trinidad and Tobago.

3.3.15 Under WP/25, United States informed the Meeting of their plans to implement the 50 Nautical Mile (NM) longitudinal, 30 NM lateral and 30 NM longitudinal separation minima between suitably equipped and authorized aircraft pairs in the New York Oceanic Flight Information Region. United States provided a draft Concept of Operations (CONOPS), the Know Your Airspace document for New York Airspace and the project task list for review and comment by the meeting. Similarly a proposal for amendment to the Caribbean and North Atlantic Regional Supplementary Procedures (ICAO Doc 7030) was presented. The planned implementation date is now 12 December 2013. A final version of the CONOPS, refined Task List and additional documentation will be made available to future relevant meetings.

3.3.16 Trinidad and Tobago agreed to work together with United States in reviewing the proposal for amendment to the Caribbean and North Atlantic Regional Supplementary Procedures (ICAO Doc 7030), and finally submit it to ICAO NACC Regional Office for the corresponding process as established in the Doc 7030 *Procedure for the Amendment of Regional Supplementary Procedures*.

3.3.17 Under IP/08, United States informed about their Flight Planning - Quality Improvement Initiative (FP- QII) to improve the quality of flight plan data being submitted into the ATC flight planning systems and through the ATS Inter-facility Data Communications systems. The Meeting recognized the importance to have all the possible efforts to mitigate and solve the missing and duplication of flight plans, but also the need for States to review and publish their corresponding regulations and procedures to ensure compliance with provisions of Annex 2 and Doc 4444 regarding the submission and transmission of flight plans.

CNS

3.3.18 Under WP/13, the Secretariat presented a brief review on the ADS-B and Multilateration (MLAT) work and activities in the CAR Region; the results and agreements of the ADS-B/MLAT implementation workshop and proposes actions to continue with the participation in these activities and urged the States to support the ADS-B data analysis, informing their plans or activities related to ADS-B/MLAT for consideration and participation of other States, review the agreements accomplished in the ADS-B/MLAT Implementation Workshop, held in September 2011, and encourage participation in the ADS-B Ad-hoc groups by designating a focal point by State for future coordination. Trinidad and Tobago is part of the ADS-B Ad-hoc group. Barbados and ECCAA were invited to designate a point of contact for this participation by **30 June, 2012**.

3.3.19 Barbados informed the Meeting of their progress on implementing a wide area MLAT system in Barbados with a 5 sensor configuration, which is currently at the study and evaluation stage to identify different potential suppliers. ECCAA is also in a similar case carrying out a MLAT study in the OECs States.

3.3.20 Under WP/20, MEVA TMG Coordinator presented an update on the work carried-out by the MEVA Task Force to develop the common Request for Information (RFI) document for the transition to MEVA III in the CAR Region in coordination with the ECAR NTG. It was also informed that the E/CAR/NTG and MEVA TMG had agreed to have in the RFI the interconnection objective for MEVA III and the E/CAR AFS Network, as well for MEVA II and E/CAR AFS Network.

3.3.21 Under WP/18 and IP/07, the Meeting was informed on the benefits and improvements achieved with the use of ATS Inter-facility Data Communications (AIDC) as means for the exchange of notification, coordination, transfer and related data between automated ATS systems. The AIDC infrastructure significantly has reduced the need for verbal coordination between Air Traffic Service Units. ATS Interfacility Data Communications (AIDC), or similar automation, can provide the means by which automated data exchange can be harmonized between ATS Units providing air traffic service in the Caribbean Region.

3.3.22 The Meeting recalled that ATS providers should develop their automation systems, considering the capabilities identified within the Interface Control Document (ICD). For the Caribbean and South American Regions, the CAR/SAM ICD was developed by GREPECAS.

3.3.23 United States described the implementation of the AIDC with Canada and Mexico, Class I messages (CPL-LAM)/ Class II messages and the personalization of the messages to satisfy the operational requirements included in their NAM ICD. The automation gains of AIDC implementation had provided significant safety and efficiency benefits as:

- a) Reduced workload for controllers
- b) Reduction of readback/hearback errors during coordination
- c) Reduced “controller to controller” coordination errors; and language barrier issues
- d) Increased in support for performance based navigation initiatives and emerging technologies with automation

3.3.24 However, there is considerable effort and planning involved during development, testing, and implementation of the automation interface. These tasks included airspace and system parameter adaptation, ATC procedure coordination, Letter of Agreement tailoring, communications interoperability and protocol testing and troubleshooting, and controller training. Both non-operational and operational testing was extensively conducted. The telecommunication infrastructure for automated data exchange interfaces consists of NADIN, MEVA II, and other interconnections which support the automated data exchange as well as AFTN messaging.

3.3.25 United States indicated that the NAM ICD may be used by other States either for updating the CAR/SAM ICD or to facilitate the AIDC implementation with other CAR Region States. This document is available to other members in the CAR Region at the ICAO NACC webpage under CNS e-documents: <http://www.mexico.icao.int/CNS/NAM%20ICD%20Ver%20D%2020%20Jan%202012.pdf> .

3.3.26 The Meeting was informed that other States also are interested in implementing the AIDC initially with the CPL – LAM messages like Curaçao, Dominican Republic, Jamaica and COCESNA. Considering the benefits presented with the implementation of CPL-LAM messages and due to the high level of automation in the CAR Region ATC Systems, the Meeting agreed in the following draft conclusion:

DRAFT

CONCLUSION 33/8

ACTION PLAN FOR AIDC IMPLEMENTATION USING CPL - LAM MESSAGES

That, considering the importance and benefits of AIDC implementation, States/Territories of the Eastern Caribbean:

- a) Inform the ICAO NACC Regional Office about the capacity of their ATC Systems to process CPL - LAM messages no later than **21 September 2012**;
- b) Review the NAM ICD and CAR/SAM ICD as a basis to implement AIDC, recommending changes to the CAR/SAM ICD for its update no later than **26 October 2012**;
- c) Prepare with the support of ICAO an action plan to harmonize the AIDC implementation for the use of CPL – LAM messages; and
- d) Present the implementation of this Action Plan to the next Working Group meeting.

MET

3.3.27 Under WP/22, the Meeting was informed of the transition activities toward the WAFS internet file service (WIFS) emphasizing the need for States to adopt measures to acquire, upgrade or replace WAFS facilities to access the WIFS as soon as possible since the ISCS service will end by 1 July 2012. An up-to-date status of the current ISCS-G2 users in the Eastern Caribbean States that have registered for a WIFS account was presented. From these WIFS accounts in the E/CAR Region only one State has been using WIFS operationally. ECCAA indicated that the correct location for Mr. Denzil Jones of Montserrat is Gerald's. Barbados informed that they are completing the implementation for WIFS with their vendor but also considering the acquisition of synoptic MET data.

Aviation System Block Upgrades

3.3.28 Through WP/15, the Secretariat informed about ICAO's initiative regarding the Aviation System Block Upgrades (ASBUs) Methodology, which complies with the global requirements for airspace interoperability while maintaining its focus on safety and the need to integrate the air, ground and regulatory parts in the air navigation infrastructure planning by addressing flight trajectories as a whole, distributing the decision-making process, taking into account safety risks and recognizing the changing role of the human element.

3.3.29 The ASBU methodology establishes a global framework that comprises a suite of modules, which are organized into flexible and scalable building blocks and can be implemented in a State or a Region depending on the need and level of readiness. The ASBU initiative will be integrated under the *One Sky* concept in the revised Global Air Navigation Plan (GANP, Doc 9750) with the intent to seek the endorsement of the Twelfth Air Navigation Conference (AN-Conf/12) scheduled from 19 to 30 November 2012 in Montreal, Canada.

3.3.30 The Meeting was invited to learn more about this methodology through the Global Air Navigation Industry Symposium (GANIS) webpage, held in September 2011, in which initial ASBU proposals were presented with the participations of all the involved entities: <http://www2.icao.int/en/GANIS/Pages/Documentation.aspx>. In addition, the Meeting was informed on the ICAO Regional Workshop on Preparation for AN-Conf/12 — Aviation System Block Upgrades

(ASBU) Methodology for the North American, Central American and Caribbean States (NAM/CAR) which was held in the ICAO NACC Regional Office from 27 February to 2 March 2012. The presentations and results of the Workshop are available at: <http://www.mexico.icao.int/Meetings/ASBU2012.html>. In addition, the Meeting was informed about the presentations planned for the forthcoming Directors Meetings.

3.3.31 In this regard, the Meeting noted that air navigation plans must be adjusted in accordance with the Global Air Navigation Plan (GANP) update and the ASBU methodology, issues that will be available once discussed and agreed in the AN-Conf/12.

Thirty-Third Eastern Caribbean Working Group Meeting
E/CAR/WG/33
Appendix A to the Report on Agenda Item 3

A3 — 1

APPENDIX A

FIR/CTA/UTA	RNP/RNAV Approach Procedures, SIDs and STARs									RNAV Routes in Piarco CTA/UTA
	State (# Aerodromes)	Aerodrome	RWY	SIDs	STARs	APPs (RNP)	TOTAL	Publication In AIP	Remarks	
PIARCO	Anguilla – UK (1)	TQPF	10/28			0	0			UL435, UL695, UL375, UL337, UL776, UL205, UM791, UL462, UM402
	Antigua & Barbuda (2)	TAPH								
		TAPA	07/25							
	Barbados (1)	TBPB	09/27	2		2	4	May 2009	RNAV (GPS)	
	Dominica – UK (1)	TDPD	27	1		1	2	Jun 2011	RNAV (GNSS)	
	France (5)	TFFM	09/27							
		TFFR	11/29	4	1	2	7	Apr 2009	RNAV (GNSS)	
		TFFF	09/27	4	2	2	8	Jan 2009	RNAV (GNSS)	
		LVFM	12/30							
		LFVP	08/26	1	1	2	4	Sep 2005	RNAV (GNSS)	
	Grenada (2)	TGPY	10/28			2	2	Mar 2012	RNAV (GNSS)	
		TGPZ								
	Montserrat – UK (1)	TRPG								
	St. Kitts & Nevis (1)	TKPK	07/25	3		2	5	Jun 2011	RNAV (GNSS)	
		TKPN	10/28	1		2	3	Mar 2012	RNAV (GNSS)	
	St. Lucia (2)	TLPC	09/27					Jun 2011	RNAV (GNSS)	
		TLPL	10/28			2	2			
	St. Vincent & the Grenadines (2)	TVSV	07/25							
		TVSC	13/31			2	2	Jan 2009	RNAV (GNSS)	
	Trinidad & Tobago (2)	TTPP	10/28			2	2	Aug 2009	RNAV (GPS)	
		TTCP	11/29			2	2	Jan 2009	RNAV (GPS)	

Source: ECAR AIP

Information from France

State of FWI GNSS procedures.

All procedures are related to APP (not STAR, not SID).

GUADELOUPE

Procédure	Flight Control	Publication AIP
RNAV GNSS RWY 29	28/01/2011	Published02/06/2011
RNAV GNSS RWY 11	10/06/2010	Published10/02/2011
RNAV GNSS Marie Galante	26/01/2009	Unknown, depends on airfield certification

MARTINIQUE

Procédure	Flight Control	Publication AIP
RNAV GNSS RWY 10	29/06/2007	Published03/06/2010
RNAV GNSS RWY 28	02/07/2007	Published03/06/2010

APPENDIX B

RELEVANT PROGRESS MADE BY THE E/CAR/WG

RPO 1 Implementation of Performance Based Navigation (PBN)

1. Even though the milestones from the NACC/WG/3 Meeting Conclusion 3/1 regarding PBN implementation has not been fully addressed, progress and agreements were made such as several PBN approach procedures have been implemented (Antigua and Barbuda, Grenada, Barbados, Dominica, France, etc.) and the survey on CDO implementation by Barbados. The Meeting urged States to carry out the necessary coordination among the States when designing and evaluating procedures. Participation to the upcoming ICAO PBN Symposium (October 2012), as well as the use of Computer Based Training (CBT) for PBN training was recommended. Considering the request for PBN assistance for the PBN implementation programme, Conclusion 33/1 was formulated, training needs were reported and an ATM Committee follow-up teleconference was scheduled for August 22, 2012.

2. The Meeting discussed the initiative for implementing reduced lateral and longitudinal separation minima in the New York Airspace adjacent to PIARCO FIR and agreed to work on it between Trinidad and Tobago and United States for a proposal of amendment to the Supplementary Procedures Document (Doc 7030) to be submitted to ICAO. WP/25 provides more details.

3. A revision of the letters of agreement (LOA) between Antigua and Barbuda and PIARCO ACC for flights into/out of St. Maarten transiting V C Bird airspace will be carried out by 30th September 2012.

RPO 4 Improve ATM Situational Awareness

4. Radar data is available for any of the E/CAR State/Territories from the radars of Martinique and Guadeloupe; meanwhile Trinidad and Tobago implements the Radar Data server. The Radar Data Server will transmit the data through the E/CAR AFS Network telecommunication, providing radar system tracks from the Martinique/Guadeloupe radars (DACOTA multiradar data and two monoradar data), Trinidad and Tobago radar and eventually other radars (Barbados, Antigua, Sint Maarten and Venezuela). Trinidad and Tobago informed that the radar data from the Radar Data Server and an interconnection document (ICD) will be available to E/CAR States/Territories by 31 October 2012.

5. Most States expressed interest in receiving the radar data but expressed their concern on the cost that will be incurred in providing the end-user processing and display equipment. The interested States need to define what will be the operational use of the radar data, under a cost-benefit basis. In this regard Conclusion 33/3 was formulated.

6. To continue the evaluation and definition of the activities for the radar data sharing, the Meeting agreed to carry out a teleconference by 18 July 2012, with all the Radar Data Interested States Points of Contacts.

7. Barbados continues their Multilateration (MLAT) feasibility studies.

8. Based on the operational benefits obtained with the implementation of AIDC using initially CPL-LAM messages, the meeting agreed to formulate conclusion 33/8.

RPO 5 Implementation of the ICAO New Model Flight Plan Form

9. Trinidad and Tobago Civil Aviation Authority signed contracts for the supply and installation of an Air Traffic Services Message Handling System – Extended Service (AMHS) and an Aeronautical Information Services System (AISS) (which contains a Centralized Flight Planning System-CFPS) respectively. These systems will mitigate the missing and duplication of flight Plans and will be the permanent solution to comply with the ICAO New Flight Plan format requirement. In this regard, to prepare the implementation of these systems and the training of the adequate staff, conclusion 33/2 and conclusion 33/4 were formulated. A Flight Plan Review Group was formed to review the improvements achieved by the CFPS on the missing and duplication of flight Plans.

10. Grenada stated that the Flight Plan Processing System and the ATC System application will be ready for the acceptance of Amendment 1 FPL Format by 31st July 2012. All testing with PIARCO's AFTN is expected to be completed by **20 August 2012**.

11. Antigua & Barbuda having benefited from the ICAO Workshop on the ICAO new model Flight Plan Form in Mexico City is now in a position to implement an awareness programme. Antigua intends to internally recruit and train adequate number of personnel for the AIS.

12. Barbados Flight Planning System provider will install and test the software with the FAA and Trinidad and Tobago by June, 2012. Also the provision of training and ATC Refresher Courses are scheduled for July, 2012.

13. Considering that the CFPS will not be ready for November 2012, a converter solution will be implemented in the E/CAR Sub-region with manual processing of the flight plans. In this regard to follow the outstanding activities for the implementation for the ICAO New Model Flight Plan Form, the Meeting formulated Conclusion 33/5.

RPO 6 Improve SAR System

14. The TTCAA is working with its Ministry of Transport and other Ministries of key SAR Agencies in Trinidad and Tobago and participated in two meetings (the first in 2010 and the second in May 2012) hosted by the Trinidad and Tobago Coast Guard for the establishment of a regional MRCC and three associated MRSCs in the Trinidad and Tobago Search and Rescue Region. Also TTCAA participated in the 1st meeting of the working group on the implementation of Aeronautical and Maritime SAR and Global Maritime Distress and Safety System (GMDSS) in the Trinidad and Tobago Search and Rescue Region, drafting multilateral Agreements for the establishment of a Regional MRCC in Trinidad and Tobago and associated MRSCs in Barbados, Grenada and St. Vincent and the Grenadines.

15. Trinidad and Tobago has commenced work with ECAR States and adjacent FIRs to produce LOAs for the support of SAR in PIARCO's FIR and with the intention for mutual support for each other. Work has commenced with the Coast Guard in Puerto Rico and the East Coast of the United States of America to assist in SAR for the ECAR and PIARCO FIR through Colonel Dave Edwards.

16. The SAR Committee suggested a new methodology to carry out the activities in which each State/Territory within the E/CAR work on the internal relationship between the SAR agencies and coordinate the work with all SAR Committee members. In this regard Conclusion 33/6 was formulated.

17. An update to the SAR Committee activities was proposed.

RPO 7 Enhance Capacity and Efficiency of Aerodrome Operations

18. An update to the action plan of the AGA Committee was agreed reflecting the main objectives in accordance to the GREPECAS Regional projects (Enhance Runway Safety, Aerodrome Certification and Aerodromes that are non-compliant with several ICAO SARPs).

RPO 8 Protections and Optimum Use of Radiofrequency Spectrum

19. Close coordination was made with spectrum/telecommunications management agency to support ICAO WRC-2012 position.

RPO 9 Optimization and Modernization of Communication Infrastructure

20. The following improvements were made for the existing VHF coverage by Trinidad and Tobago:

- Contracts were signed to implement seven VHF AMS frequencies and plan three new VHF frequencies; 126.5 MHz, 133.1 MHz and 124.0 MHz.
- Replacement of existing 123.7 MHz and 125.4 MHz radio.
- New frequency was added for Terminal Control (119.55MHz) and the other (119.0 MHz) for PIARCO Terminal/Approach.
- The testing of this equipment started in June 2012 and commissioning will be completed by August 2012.

21. To solve the HF AMS coverage problem in the PIARCO FIR, in May 2011 Trinidad and Tobago formalized an agreement with ARINC for the provision of HF service in the PIARCO Oceanic airspace with a recent renew contract in 2012.

22. The current AFTN and ATS voice-circuit requirements for the E/CAR Sub Region have been implemented with the New E/CAR AFS Network (MPLS Network). The AFTN is scheduled for replacement with the AMHS System in the third quarter of 2012. A new AISS System with centralized flight planning capability will be implemented in the fourth quarter 2012/1st quarter 2013. The AMHS workstations for MET will be fulfilled with the new implementation of the AISS System.

23. The E/CAR AFS Network is working together with the MEVA II Network for an interconnection of both networks and carrying out a common RFI for this interconnection.

24. D-ATIS service is scheduled to be implemented in the third quarter of 2012 by Trinidad and Tobago.

25. Trinidad and Tobago has joined the RLA/03/902 Regional Project SACCSA

RPO 11 Implementation of the AIM Transition

26. To progress in the establishment of AIS Quality Management Systems some consideration to the most urgent training needs of AIM Specialists in the ECAR were provided.

27. Recognized the importance to use the guide for the preparation of an e-TOD action plan provided by ICAO and others like EUROCONTROL and suggested the formulation of conclusion 33/7.

28. In establishing a NOTAM contingency for the PIARCO International NOTAM office, a partner State with whom to establish a reciprocal contingency arrangement is being search.

29. Barbados stated that they are in a transitional state whereby they are working towards acquiring permanent staff for the AIS Office. They are also working on various organizational structures for each ATS Section.

30. The action plan for AIM activities was reviewed.

- - - - -

APPENDIX C

TECHNICAL SPECIFICATIONS OF RADAR SYSTEMS IN FRENCH WEST INDIES

MSSR Martinique Morne Vent

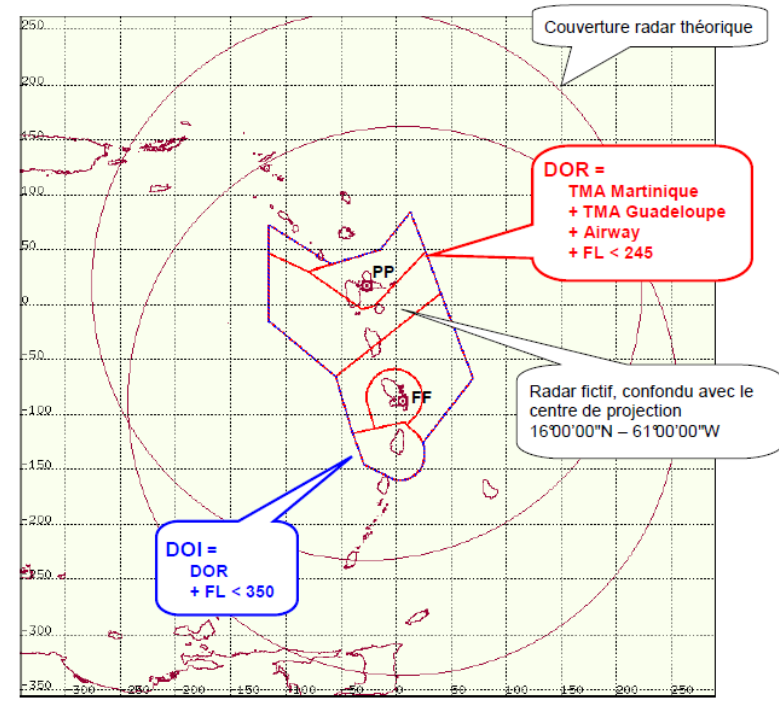
Radar Head Name	Martinique Morne Vent
Name code	FF
Manufacturer and Model	THALES RSM970
Radar model	MSSR
Radar Format (and SIC for Asterix)	Eurocontrol Asterix format Asterix cat1 for filtered plots Asterix cat2 for sector crossing messages
SAC in hexa	08
SIC in hexa	A2
Radar révolution period in seconds	4
Site Latitude (WGS84)	14°31'37.95"N
Site Longitude (WGS84)	60°53'55.24"W
Site Altitude <i>in meters (AMSL)</i>	364m
Test Transponder Code	7777
SSR Range coverage (nm)	250
Time Stamping	GPS
Cone of silence	45°

MSSR Guadeloupe Chazeau

Radar Head Name	Guadeloupe Chazeau
Name code	PP
Manufacturer and Model	THALES RSM970
Radar model	MSSR
Radar Format (and SIC for Asterix)	Eurocontrol Asterix format Asterix cat1 for filtered plots Asterix cat2 for sector crossing messages
SAC in hexa	08
SIC in hexa	A1
Radar révolution period in seconds	4
Site Latitude (WGS84)	16°17'13.014"N
Site Longitude (WGS84)	61°27'10.848"W
Site Altitude <i>in meters (AMSL)</i>	95 m
Test Transponder Code	7777
SSR Range coverage (nm)	250
Time Stamping	GPS
Cone of silence	45°

RDPS DACOTA

Radar RDPS source name	DACOTA
Model	Multiplot radar data processing system
Radar inputs	MSSR Guadeloupe and MSSR Martinique
Output Format	Eurocontrol Asterix format Asterix cat30 for tracks Asterix Cat 255 for services messages
SAC in hexa	08
SIC in hexa	80
Track update period in seconds	3,7
Origin Latitude (WGS84)	16°00'00"N
Origin Longitude (WGS84)	61°00'00"W.
Site Altitude in meters (AMSL)	0 m
Coverage = Domain of Interest = DOI (see bellow in blue)	
Time Stamping	GPS



Tracé de couvertures radar

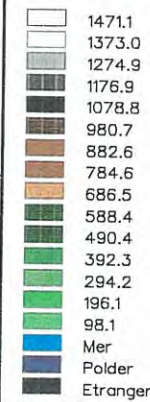
Zone Antilles

Nombre de stations



Pas de couverture
Pas de calcul

Echelle des MNT (metres)



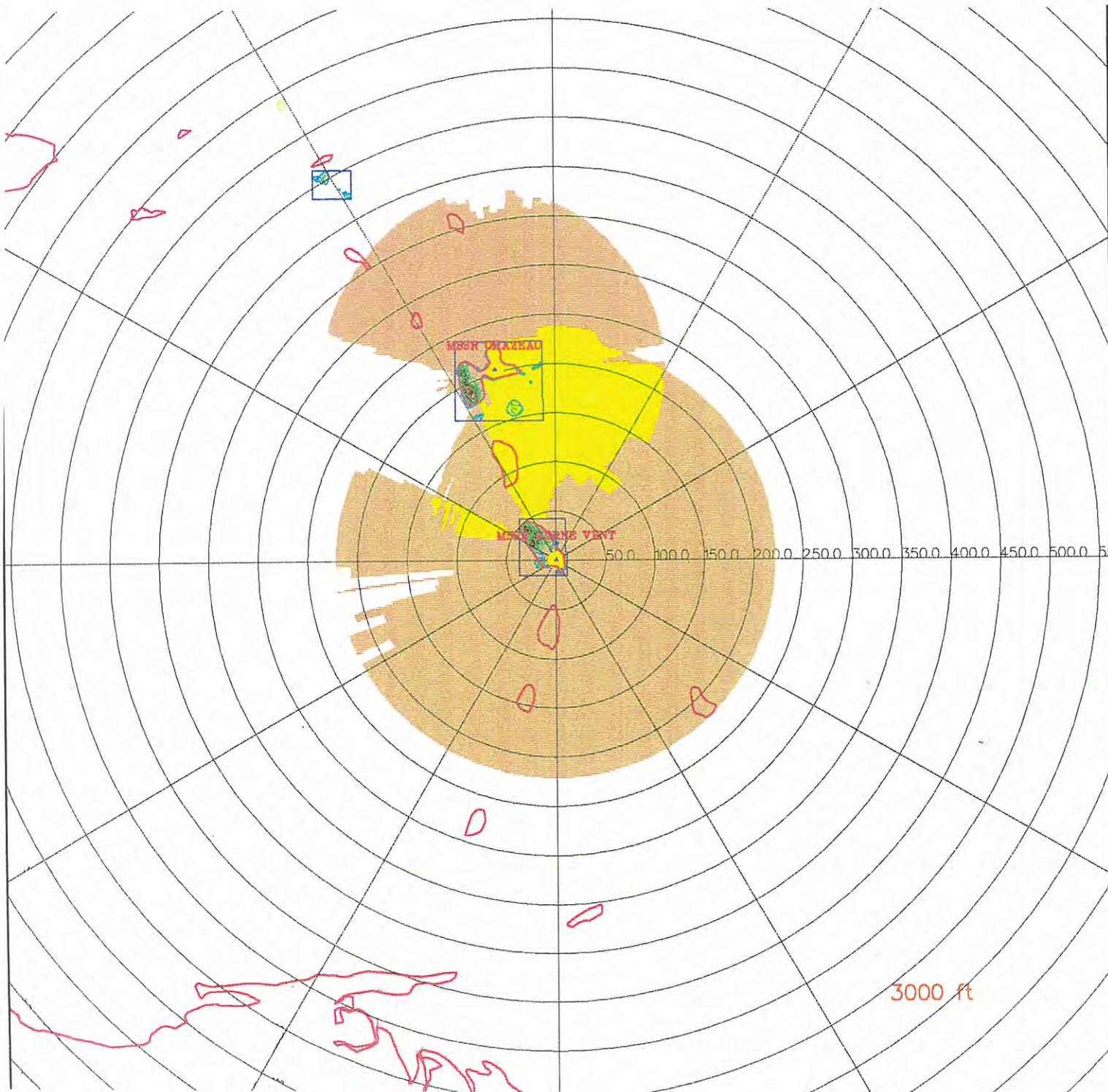
Reseau : RADAR
Nom : stna_4cs
Date : 04/04/2002 10.31
Version : is di
Echelle : 1/5604000
Zone : 1120.8 Km

Modele : STNA
Pas : 1000 m
Zone calcul : 800.000 Km
Haut. recep. : 2000.0 ft
Horizon : Radio

Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.

2000 ft



Tracé de couvertures radar

Zone Antilles

Nombre de stations

	>= 14
	13
	12
	11
	10
	9
	8
	7
	6
	5
	4
	3
	2
	1

	Pas de couverture
	Pas de calcul

Echelle des MNT (metres)

	1471.1
	1373.0
	1274.9
	1176.9
	1078.8
	980.7
	882.6
	784.6
	686.5
	588.4
	490.4
	392.3
	294.2
	196.1
	98.1
	Mer
	Polder
	Etranger

Reseau : RADAR

Nom : stna_4cs

Date : 04/04/2002 10.42

Version : is di

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

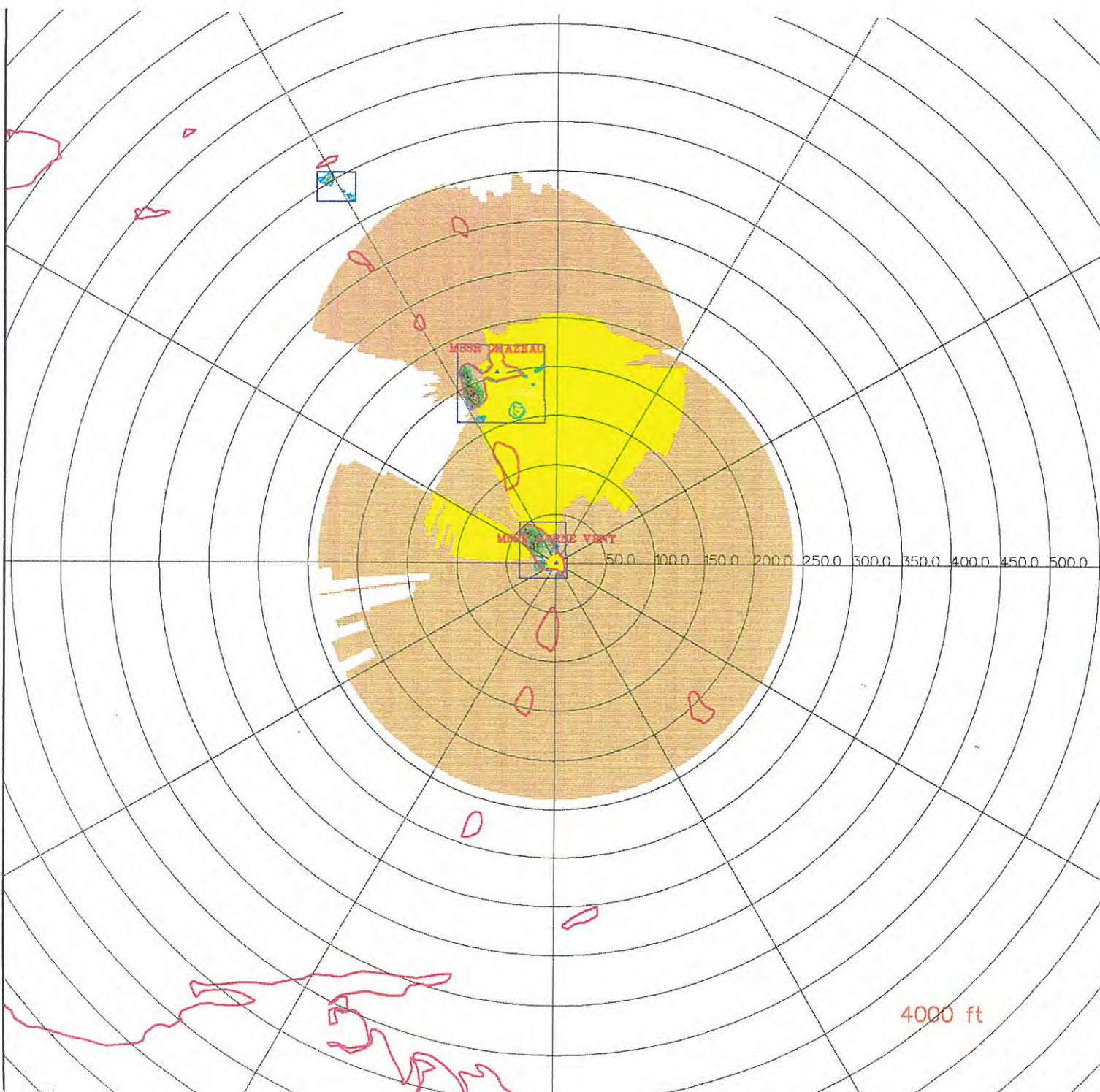
Zone calcul : 800.000 Km

Haut. recep. : 3000.0 ft

Horizon : Radio

Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.



Tracé de couvertures radar

Zone Antilles

Nombre de stations

	>= 14
	13
	12
	11
	10
	9
	8
	7
	6
	5
	4
	3
	2
	1

	Pas de couverture
	Pas de calcul

Echelle des MNT (metres)

	1471.1
	1373.0
	1274.9
	1176.9
	1078.8
	980.7
	882.6
	784.6
	686.5
	588.4
	490.4
	392.3
	294.2
	196.1
	98.1
	Mer
	Polder
	Etranger

Reseau : RADAR

Nom : stna_4cs

Date : 04/04/2002 10.47

Version : is di

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

Zone calcul : 800.000 Km

Haut. recep. : 4000.0 ft

Horizon : Radio

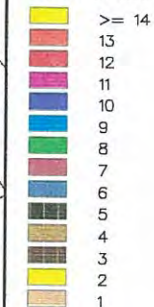
Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.

Tracé de couvertures radar

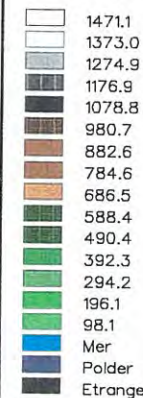
Zone Antilles

Nombre de stations



Pas de couverture
Pas de calcul

Echelle des MNT (metres)



Reseau : RADAR

Nom : stna_4cs

Date : 04/04/2002 10.52

Version : is di

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

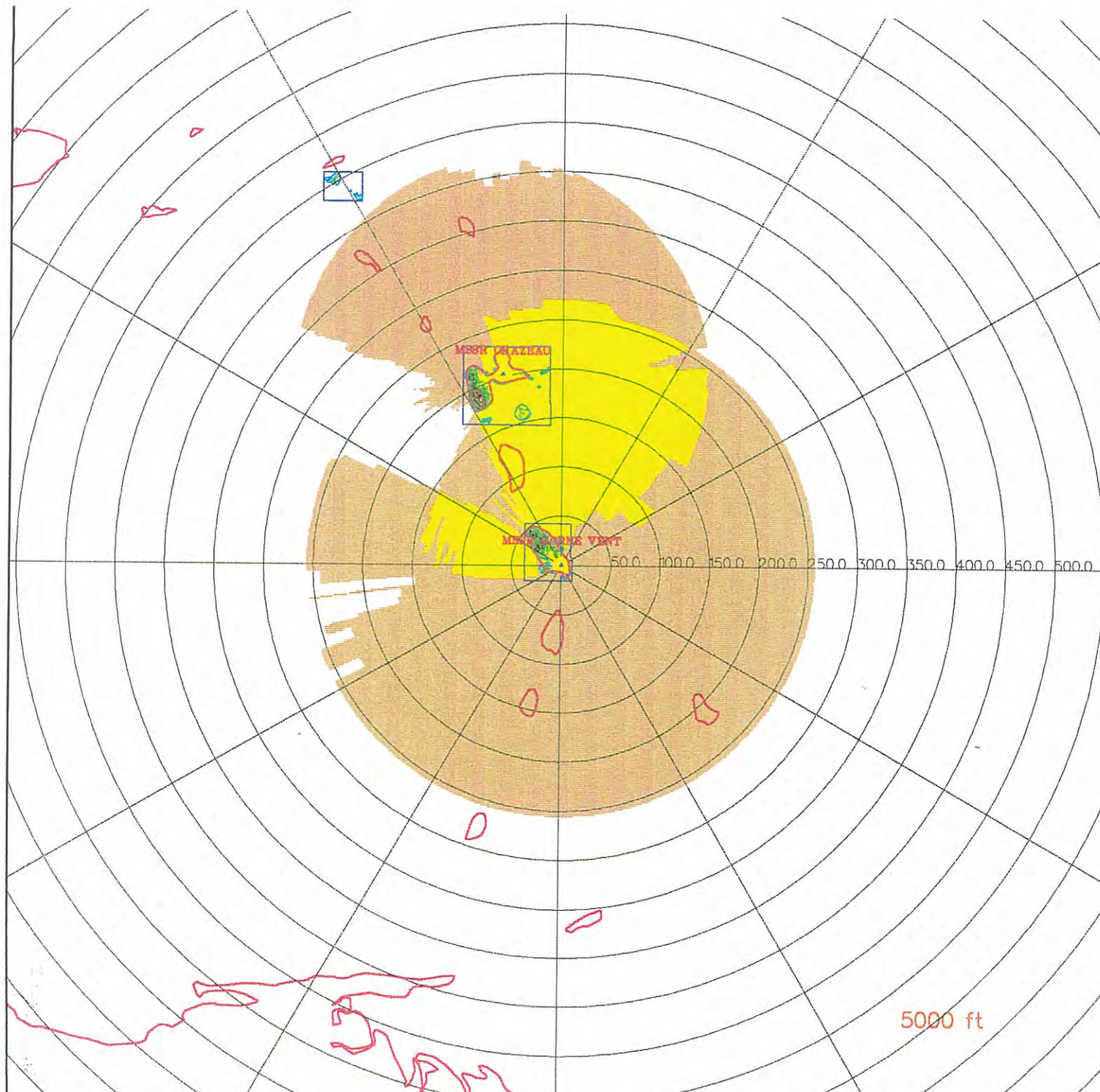
Zone calcul : 800,000 Km

Haut. recep : 5000.0 ft

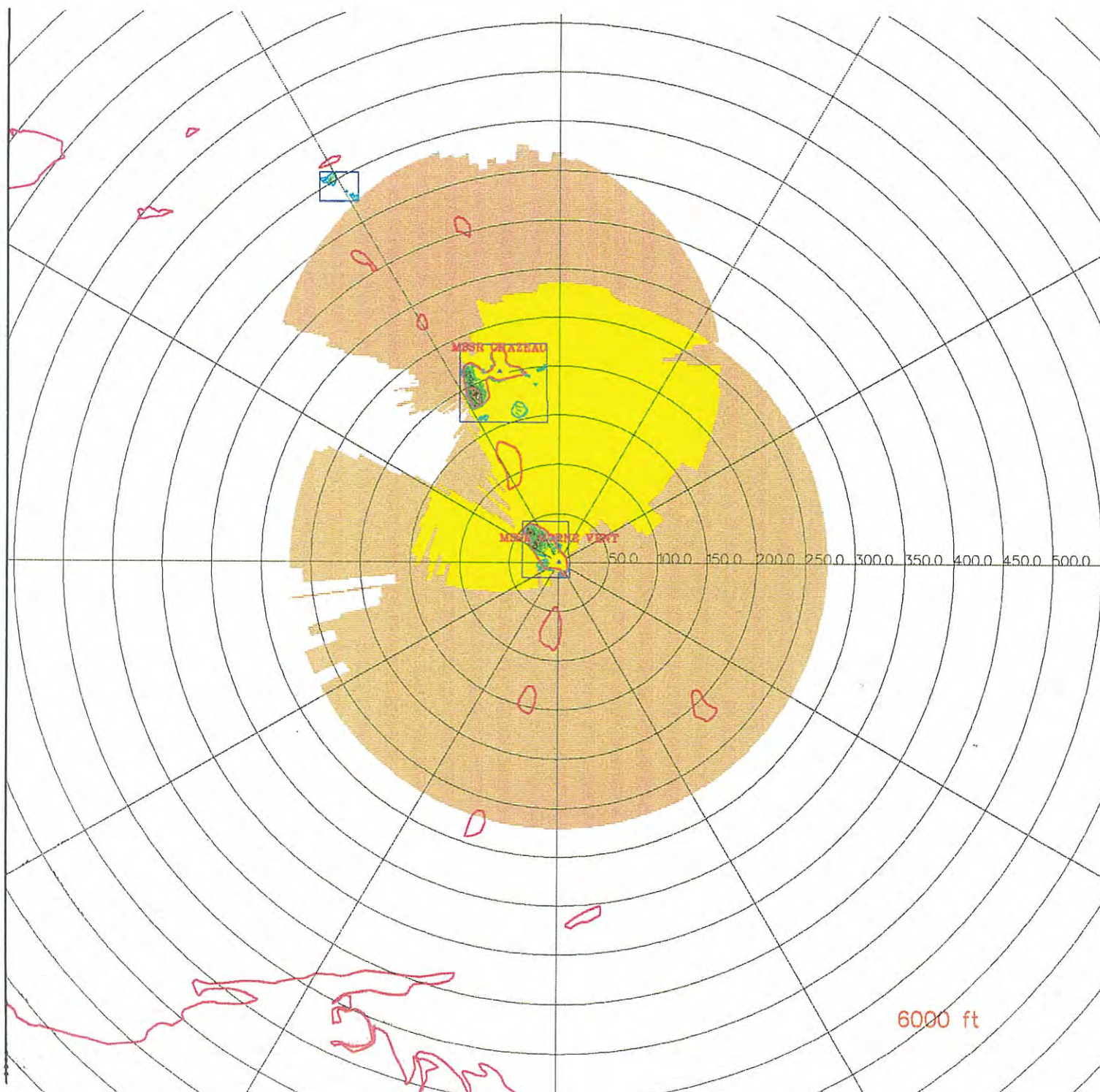
Horizon : Radio

Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.



5000 ft



Tracé de couvertures radar

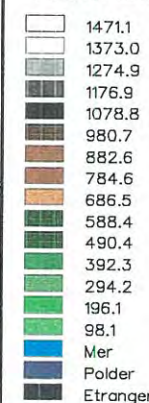
Zone Antilles

Nombre de stations



Pas de couverture
Pas de calcul

Echelle des MNT (metres)



Reseau : RADAR

Nom : stna_4cs

Date : 04/04/2002 10.56

Version : is di

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

Zone calcul : 800.000 Km

Haut. recep. : 6000.0 ft

Horizon : Radio

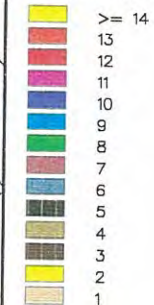
Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.

Tracé de couvertures radar

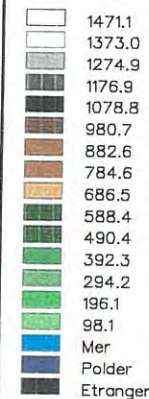
Zone Antilles

Nombre de stations



Pas de couverture
Pas de calcul

Echelle des MNT (metres)



Reseau : RADAR

Nom : stna 4cs

Date : 04/04/2002 12.00

Version : is di

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

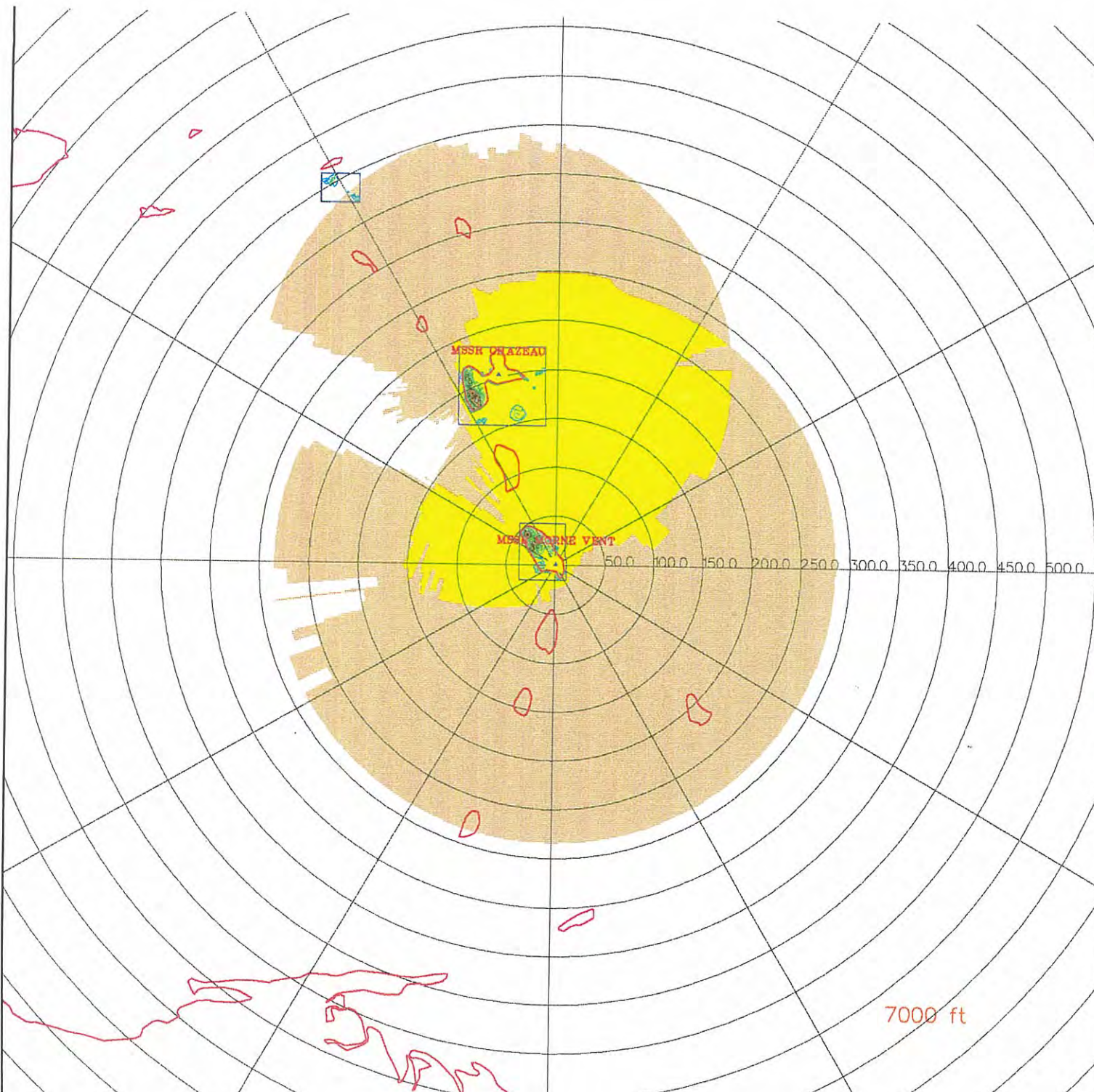
Zone calcul : 800.000 Km

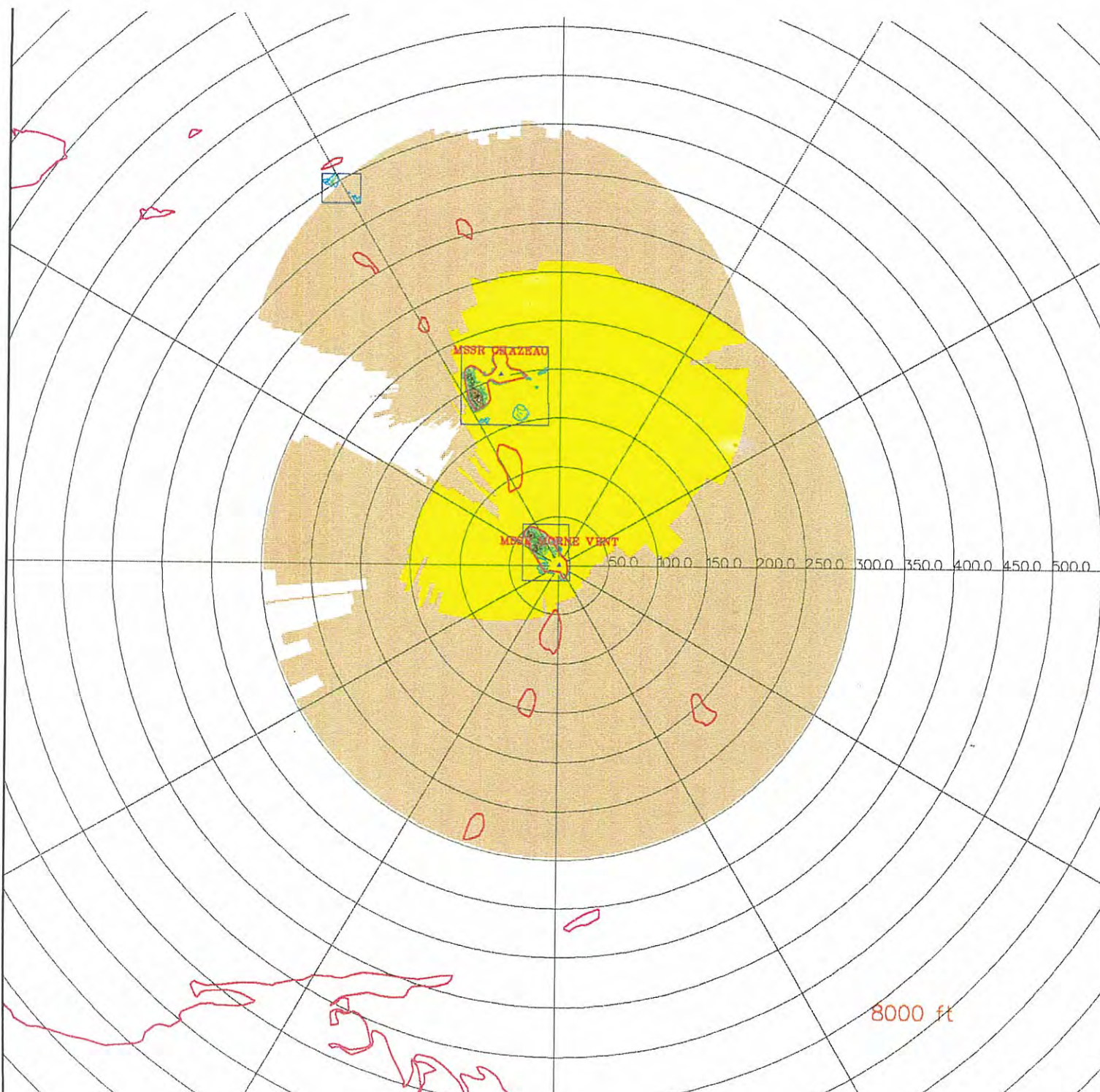
Haut. recep. : 7000.0 ft

Horizon : Radio

Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.





Tracé de couvertures radar

Zone Antilles

Nombre de stations

- >= 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1

- Pas de couverture
- Pas de calcul

Echelle des MNT (metres)

- 1471.1
- 1373.0
- 1274.9
- 1176.9
- 1078.8
- 980.7
- 882.6
- 784.6
- 686.5
- 588.4
- 490.4
- 392.3
- 294.2
- 196.1
- 98.1
- Mer
- Polder
- Etranger

Reseau : RADAR

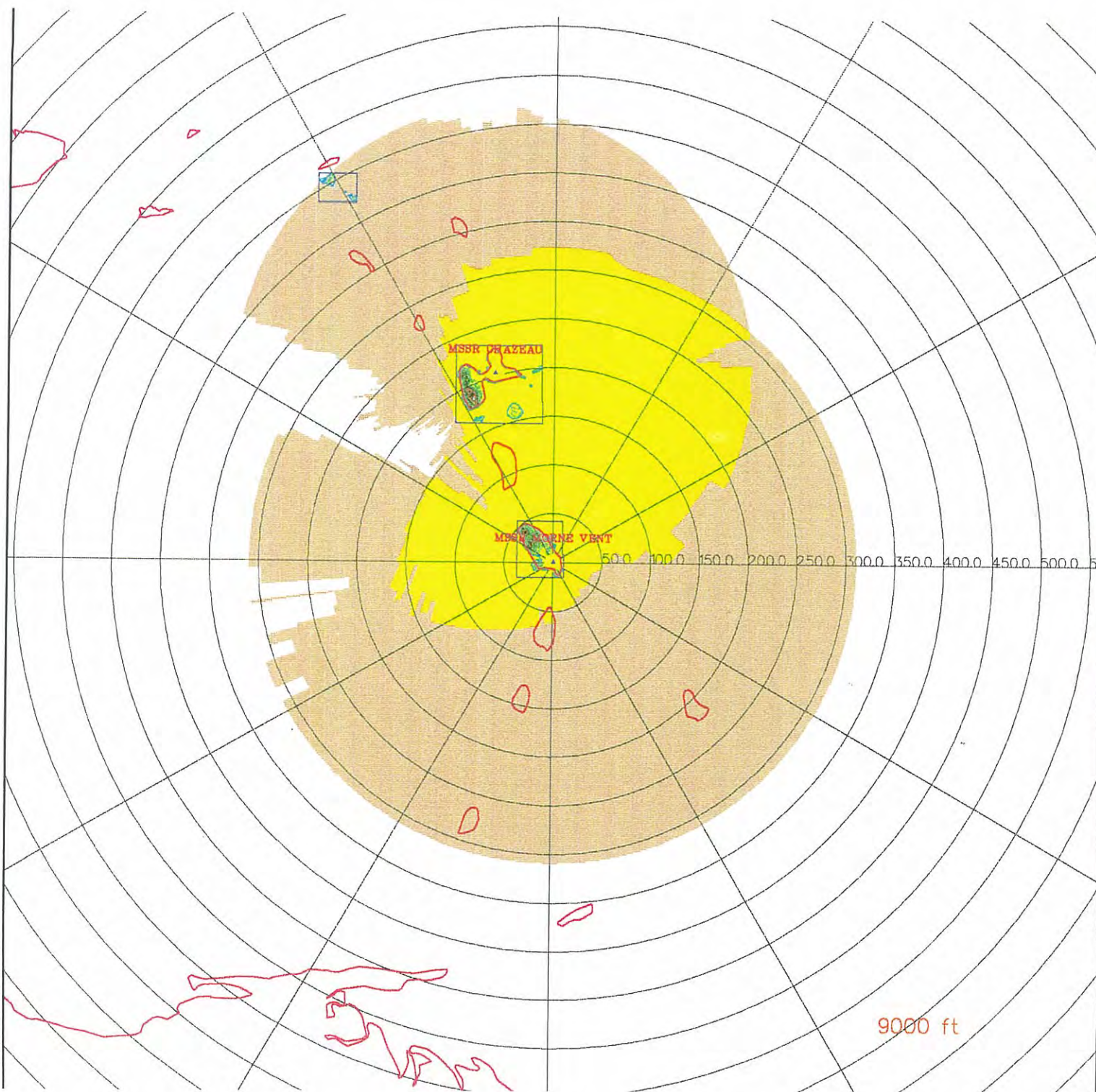
Nom : stna 4cs
Date : 04/04/2002 12.09
Version : is di
Echelle : 1/5604000
Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m
Zone calcul : 800.000 Km
Haut. recep. : 8000.0 ft
Horizon : Radio

Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.



Tracé de couvertures radar

Zone Antilles

Nombre de stations

- >= 14
- 13
- 12
- 11
- 10
- 9
- 8
- 7
- 6
- 5
- 4
- 3
- 2
- 1

- Pas de couverture
- Pas de calcul

Echelle des MNT (metres)

- 1471.1
- 1373.0
- 1274.9
- 1176.9
- 1078.8
- 980.7
- 882.6
- 784.6
- 686.5
- 588.4
- 490.4
- 392.3
- 294.2
- 196.1
- 98.1
- Mer
- Polder
- Etranger

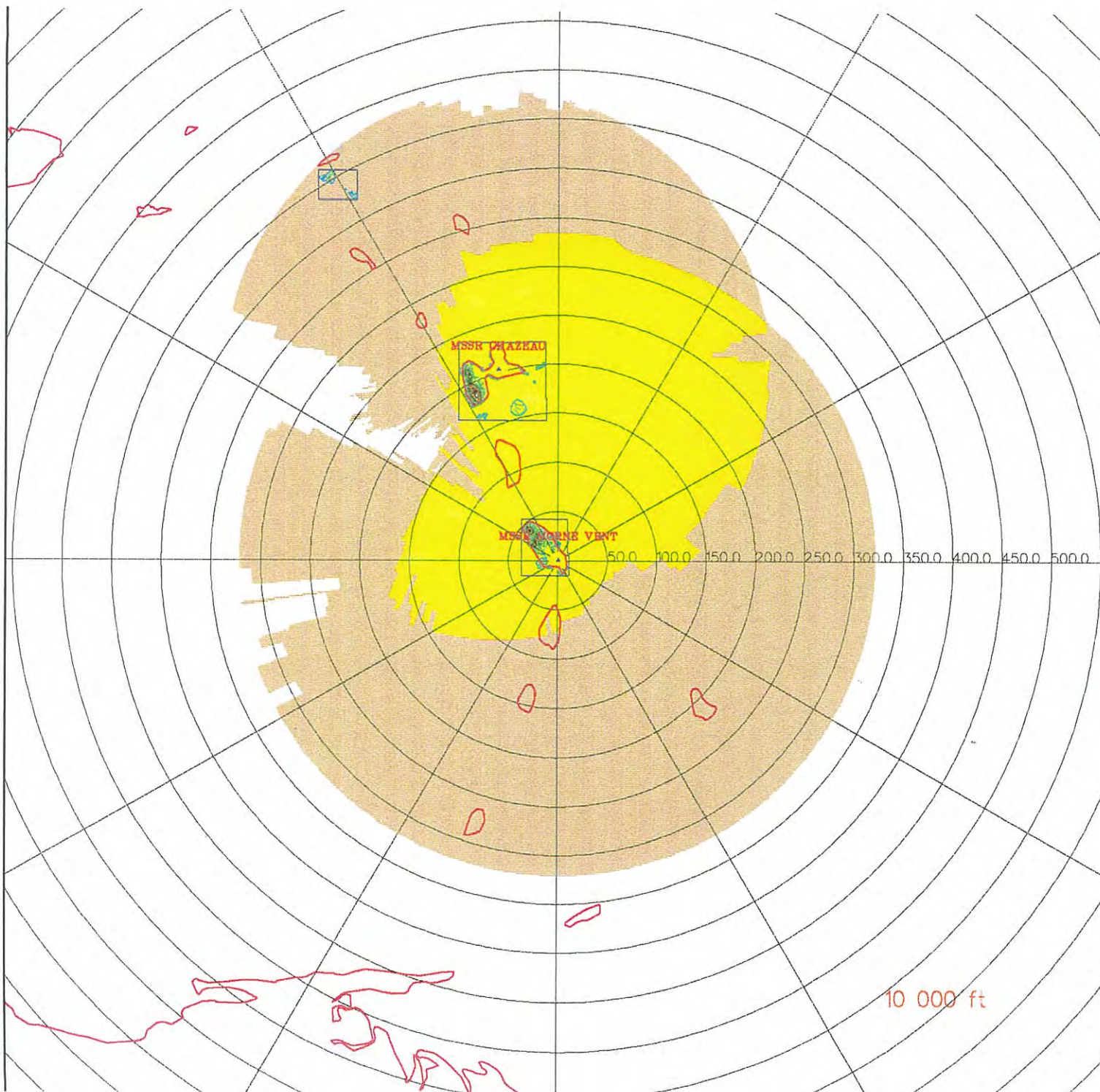
Reseau : RADAR
Nom : stna_4cs
Date : 04/04/2002 12.12
Version : is di
Echelle : 1/5604000
Zone : 1120.8 Km

Modele : STNA
Pas : 1000 m
Zone calcul : 800.000 Km
Haut. recep. : 9000.0 ft
Horizon : Radio

Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Sto Lucie non pris en compte.

9000 ft



Tracé de couvertures radar

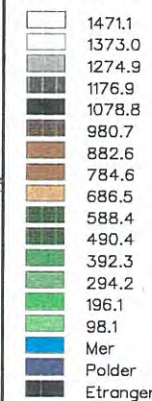
Zone Antilles

Nombre de stations



Pas de couverture
Pas de calcul

Echelle des MNT (metres)



Reseau : RADAR

Nom : stna_4es

Date : 04/04/2002 12.16

Version : is di

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

Zone calcul : 800.000 Km

Haut. recep. : 10000.0 ft

Horizon : Radio

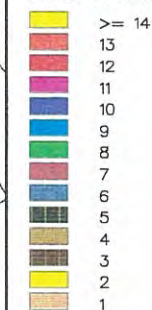
Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.

Tracé de couvertures radar

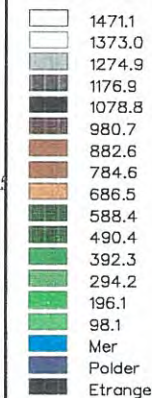
Zone Antilles

Nombre de stations



Pas de couverture
Pas de calcul

Echelle des MNT (metres)



Reseau : RADAR

Nom : stna_4cs

Date : 04/04/2002 13.39

Version : is di

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

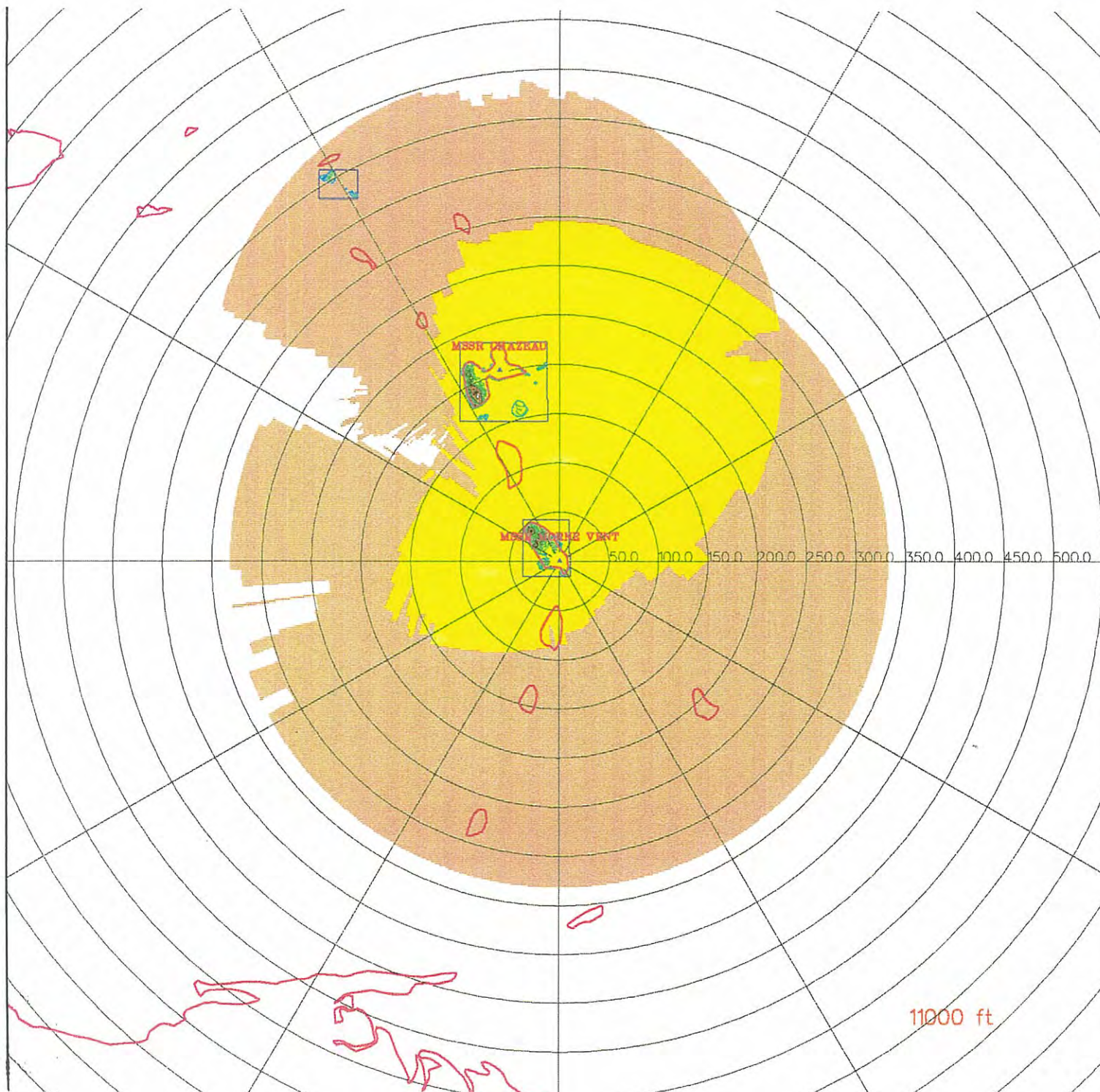
Zone calcul : 800.000 Km

Haut. recep. : 11000.0 ft

Horizon : Radio

Commentaires :

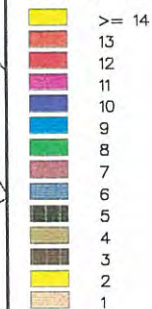
carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.



Tracé de couvertures radar

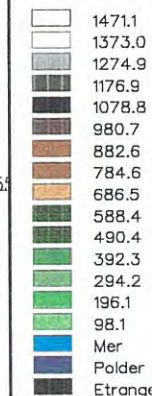
Zone Antilles

Nombre de stations



Pas de couverture
Pas de calcul

Echelle des MNT (metres)



Reseau : RADAR

Nom : stna_4cs

Date : 04/04/2002 13.43

Version : is di

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

Zone calcul : 800.000 Km

Haut. recep. : 12000.0 ft

Horizon : Radio

Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.

12000 ft

Tracé de couvertures radar

Zone Antilles

Nombre de stations

	>= 14
	13
	12
	11
	10
	9
	8
	7
	6
	5
	4
	3
	2
	1

	Pas de couverture
	Pas de calcul

Echelle des MNT (metres)

	1471.1
	1373.0
	1274.9
	1176.9
	1078.8
	980.7
	882.6
	784.6
	686.5
	588.4
	490.4
	392.3
	294.2
	196.1
	98.1
	Mer
	Polder
	Etranger

Reseau : RADAR

Nom : stna_4cs

Date : 04/04/2002 13.47

Version : is di

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

Zone calcul : 800.000 Km

Haut. recep. : 14000.0 ft

Horizon : Radio

Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.

14000 ft

Tracé de couvertures radar

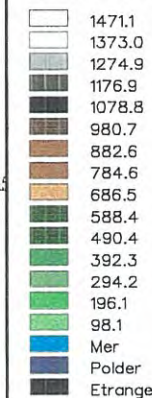
Zone Antilles

Nombre de stations



Pas de couverture
Pas de calcul

Echelle des MNT (metres)



Reseau : RADAR

Nom : stna_4cs

Date : 04/04/2002 13:52

Version : is di

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

Zone calcul : 800.000 Km

Haut. recep. : 16000.0 ft

Horizon : Radio

Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.

16000 ft

Tracé de couvertures radar

Zone Antilles

Nombre de stations

	>= 14
	13
	12
	11
	10
	9
	8
	7
	6
	5
	4
	3
	2
	1

	Pas de couverture
	Pas de calcul

Echelle des MNT (metres)

	1471.1
	1373.0
	1274.9
	1176.9
	1078.8
	980.7
	882.6
	784.6
	686.5
	588.4
	490.4
	392.3
	294.2
	196.1
	98.1
	Mer
	Polder
	Etranger

Reseau : RADAR

Nom : stna_4cs

Date : 04/04/2002 13.56

Version : is di

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

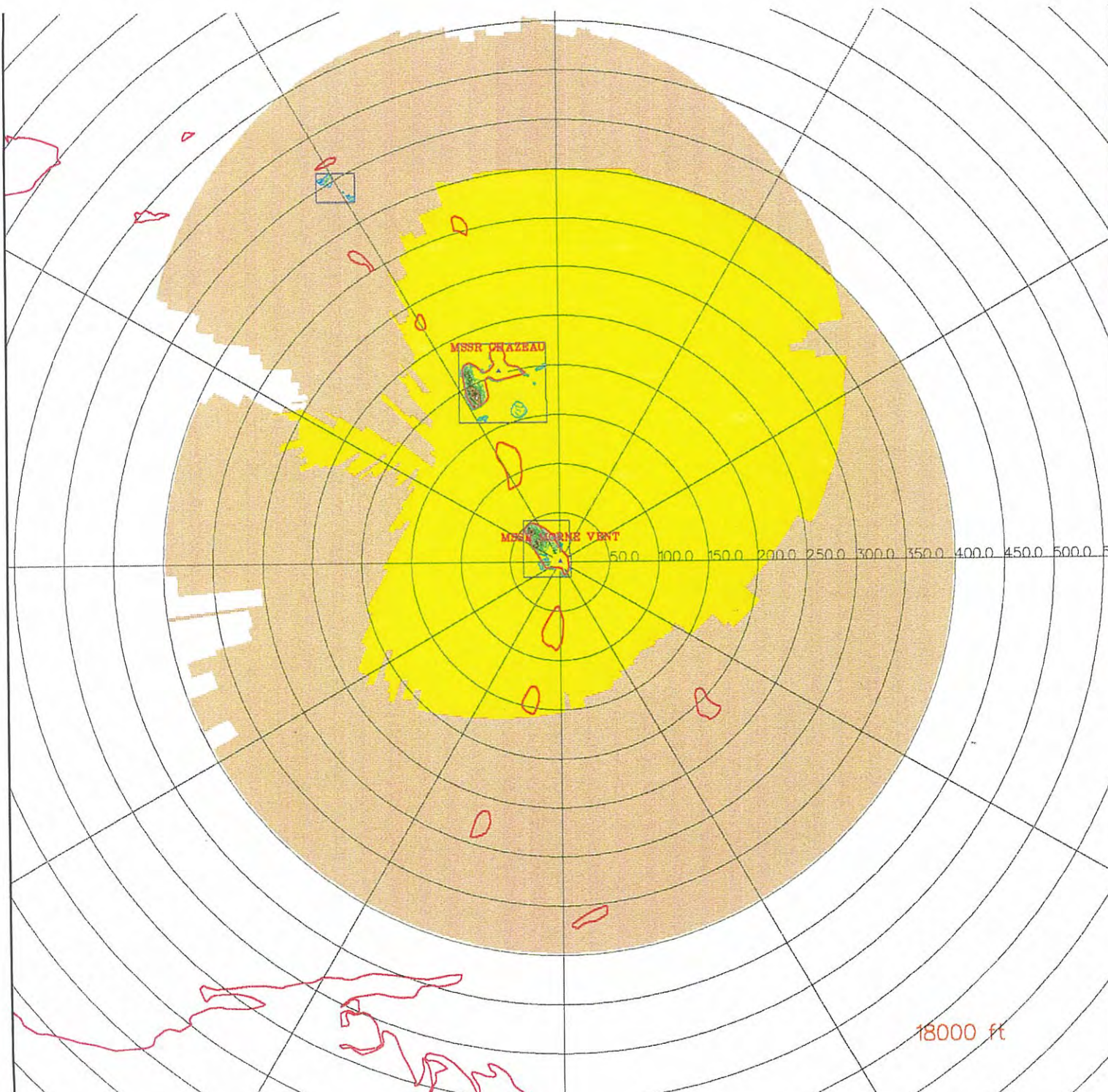
Zone calcul : 800.000 Km

Haut. recep. : 18000.0 ft

Horizon : Radio

Commentaires :

carte centrée sur MSSR Morne Vent. Pas de la mire : 50 km / Date du tracé : 04/04/02 / Relief La Dominique et Ste Lucie non pris en compte.

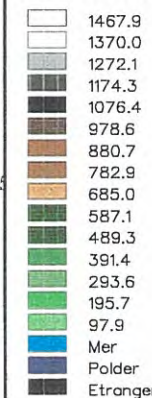


Nombre de stations



Pas de couverture
Pas de calcul

Echelle des MNT (metres)



Reseau : RADAR

Nom : stna_4cs

Date : 04/04/2002 14.26

Version : 5.4.8

Echelle : 1/5604000

Zone : 1120.8 Km

Modele : STNA

Pas : 1000 m

Zone calcul : 850.000 Km

Haut. recep. : 20000.0 ft

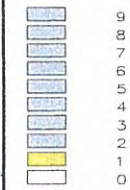
Horizon : Radio

Commentaires :

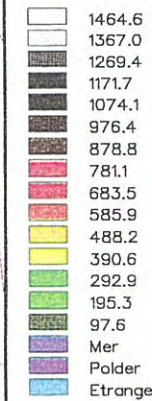
20000 ft

Ingenierie de reseaux mobiles

Nombre de stations



Echelle des MNT (metres)



Reseau : RADAR

Nom : stna_4cs

Verif. :

Date : 05/05/99

Version : 5.1.17

Echelle : 1/6000000

Zone : 1200.0 Km

Commentaires :

Modele : STNA

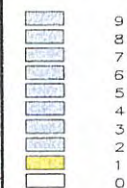
Pas : 1500 m

Zone calcul : 1200.000 Km

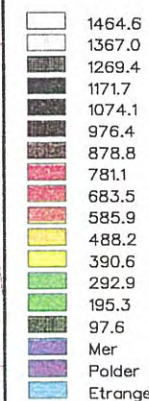
Haut recep. : 3000.0 ft

Ingenierie de reseaux mobiles

Nombre de stations



Echelle des MNT (metres)



Reseau : RADAR

Nom : stna_4cs

Verif. :

Date : 05/05/99

Version : 5.1.17

Echelle : 1/6000000

Zone : 1200.0 Km

Commentaires :

Modele : STNA

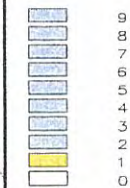
Pas : 1500 m

Zone calcul : 1200.000 Km

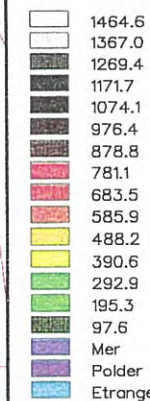
Haut. recep. : 5000.0 ft

Ingenierie de reseaux mobiles

Nombre de stations



Echelle des MNT (metres)



Reseau : RADAR

Nom : stna_4cs

Verif. :

Date : 05/05/99

Version : 5.1.17

Echelle : 1/6000000

Zone : 1200.0 Km

Commentaires :

Modele : STNA

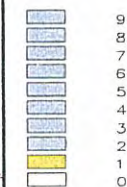
Pas : 1500 m

Zone calcul : 1200.000 Km

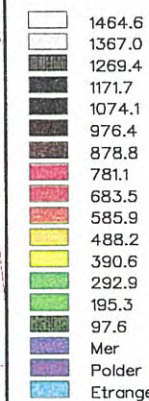
Haut. recep. : 10000.0 ft

Ingenierie de reseaux mobiles

Nombre de stations



Echelle des MNT (metres)



Reseau : RADAR

Nom : stna_4cs

Vorif. :

Date : 05/05/99

Version : 5.1.17

Echelle : 1/6000000

Zone : 1200.0 Km

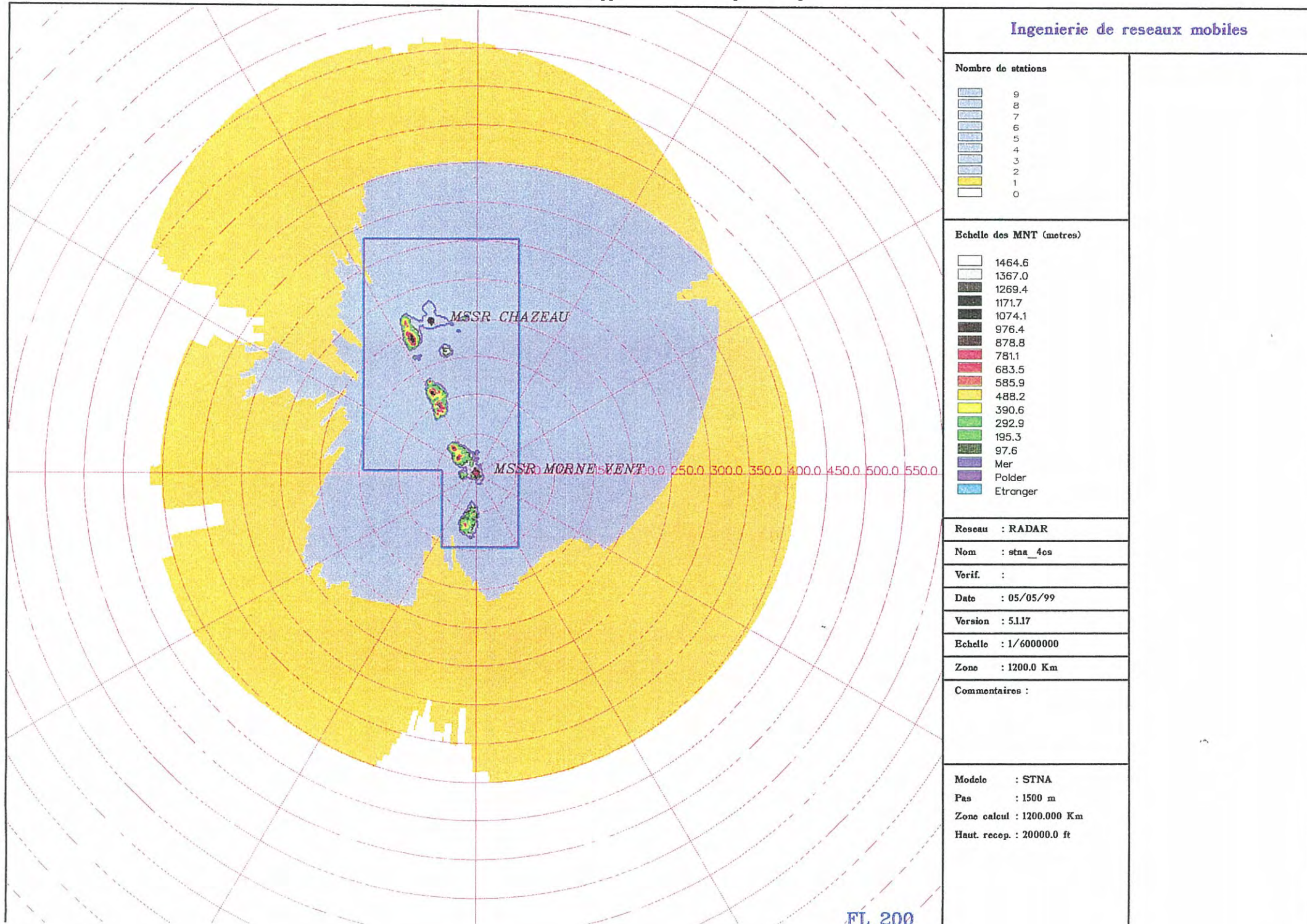
Commentaires :

Modelo : STNA

Pas : 1500 m

Zone calcul : 1200.000 Km

Haut recep. : 15000.0 ft



Agenda Item 4 Terms of Reference (ToRs) and Work Methodology Review

Election of the E/CAR/WG Chairman

4.1 Since Mr. Anthony Meade (ECCAA) completed his term as Chairman of the E/CAR/WG, the E/CAR/WG considered appropriate to appoint a new Chairperson and Mr. Cedric Murell from Barbados was unanimously elected.

4.2 The Meeting thanked Mr. Meade for the valuable work performed during his term as Chairman, and at the same time welcomed Mr. Cedric Murell from Barbados offering their support and wishing him success in his new assignment.

Review of Terms of Reference (ToRs) and Work Methodology

4.3 Under WP/14, the Meeting reviewed the E/CAR/WG Terms of Reference as approved by the Directors of Civil Aviation (E/CAR/DCA/23). **Appendix A** to this part of the report includes an updated version of the E/CAR/WG Terms of Reference with the new designation of Rapporteurs for the ATM and SAR and an update to the list of members to the Committees. The AGA Committee Rapporteur is pending to be designated.

APPENDIX A

TERMS OF REFERENCE (ToRs) AND WORK PROGRAMME OF THE EASTERN CARIBBEAN WORKING GROUP (E/CAR/WG)

1 Background

The Eastern Caribbean Working Group was established by Agreement No. 2/1 of the Informal ATS CAR/SAM 1/75 Meeting held in Bridgetown, Barbados from 14 to 17 October 1975, for the purpose of examining problems affecting airspace organization and utilization in the Eastern Caribbean area for States and Territories in the PIARCO and San Juan FIRs. The terms of reference were expanded at the E/CAR/WG/18 Meeting (Saint Lucia, 1994) to include the continuous examination of problems affecting all air navigation fields in the Eastern Caribbean area. The Terms of Reference were revised at the E/CAR/WG/31 Meeting (Antigua and Barbuda, 2009) with a performance based approach for the implementation and improvement in all air navigation fields in the Eastern Caribbean area.

2. Terms of Reference

- a) foster the implementation of the CAR/SAM Air Navigation Plan, the NAM/CAR Regional Performance-based Air Navigation Implementation Plan (RPBANIP) 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 operational improvement initiatives through action plans and implementation strategies and associated technologies to improve safety, increase operational and economic efficiency and/or capacity of regional Air Navigation Services;
- d) develop and to implement the performance objectives related to Regional Air Navigation Services with regard to Global Plan Initiatives Doc 9750 (GPIs);
- e) share information on implementation initiatives for enhancing compatibility of air traffic operations; and
- f) provide technical advice to the E/CAR Directors General of Civil Aviation, as required, in relation to the *NAM/CAR Regional Performance-Based Air Navigation Implementation Plan* and any other necessary steps for implementation.

3. Work Programme

The E/CAR/WG Work Programme are the Regional Performance Objectives (RPO) activities/tasks contained in the *NAM/CAR Regional Performance-Based Air Navigation Implementation Plan*, applicable to the E/CAR Area, taking the following into consideration:

- a) consider the deadlines for implementation of facilities, services and procedures to improve air navigation services in the E/CAR Sub-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 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) coordinate the implementation of initiatives with the seven components of Doc 9854, (AOM, DCB, AO, TS, CM, AUO, ATMSDM) as appropriate; and
- f) quantify cost/benefit analysis in terms of performance measures, deadlines, responsible body for implementation and results as well as human factors performance.

The E/CAR/WG must report its work programme progress to the E/CAR Directors General of Civil Aviation (E/CAR/DCA) and the North American, Central American and Caribbean Working Group (NACC/WG).

4. Working Methods

- a) the Chairperson of the E/CAR/WG will be a representative from the E/CAR States/Territories designated by the Meeting for a three-session period. The duties of the Chairperson are the following:
 - preside the formal E/CAR/WG Meetings
 - coordinate the fulfilment of the tasks included in the action plan of the E/CAR/WG;
 - keep close coordination with the Secretariat for the development of the agenda of the meetings and other issues concerning the E/CAR/WG; and
 - inform the Directors of Civil Aviation of the Central Caribbean meetings on the results of the E/CAR/WG meetings;
- b) the E/CAR/WG will avoid duplication of work and maintain a close coordination between States/Territories/International Organization and users to optimise 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;

- d) the E/CAR/WG may form Ad-hoc Groups, Task Forces or Committees to work on specific topics and activities. Ad-hoc Groups will be valid for the time of the meeting. Task forces and **committees** will be valid until the completion of their assigned task or group of tasks. All tasks and activities should be clearly defined by time and deliverables. Nomination for the position of Rapporteur of Committees and/or Task Forces may be presented by any State or Territory which is a member of the E/CAR/WG;
- e) the Committees and Task Forces should co-ordinate and advance their works between meetings as follows;
- conduct work via written correspondence, i.e. e-mail, fax, etc.;
 - conduct work via phone and teleconference calls;
 - conduct work via a dedicated page on the ICAO NACC Regional Office Website (<http://www.mexico.icao.int/ECARWG.html>);
 - hold meetings when necessary;
- f) all Committee and Task Force Rapporteurs must present their report on the progress of assigned tasks to the E/CAR/WG;
- g) the E/CAR/WG will use the following classification/definitions to record recommendations in the meeting reports:

Decisions

Internal actions of the E/CAR/WG

Draft Conclusions

Actions requiring communication to States and Territories and/or endorsement by the E/CAR/DCAs.

- h) the meetings will be usually convened every year, except in years when the NACC/WG meets, or whenever necessary. The ICAO NACC Regional Office will be requested to provide Secretariat services for E/CAR/WG Meetings.

5. Membership

Antigua and Barbuda, Barbados, France, Grenada, Netherlands (Saba and Sint Eustatius), Sint Maarten, Saint Kitts and Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, United Kingdom, United States, ACI, CANSO, ECCAA, IATA, IFALPA and IFATCA.

6. E/CAR/WG Committees and Task Forces

AIS Committee	Rapporteur: Barbados – Shirley Ford
ATM Committee	Rapporteur: Trinidad and Tobago – Dayanand Rajnath
SAR Committee	Rapporteur: Trinidad and Tobago – Rohan Garib
CNS Committee	Rapporteur: Trinidad and Tobago – Veronica Ramdath
AGA Committee	Rapporteur: TBD

**STATE/TERRITORY POINTS-OF-CONTACT FOR E/CAR/WG
FOLLOW-UP AND IMPLEMENTATION ACTIVITIES**

BARBADOS

Cedric Murrell, Chief Air Traffic Control Officer
E-mail: catcobgi@sunbeach.net/civilav@sunbeach.net

FRANCE

Olivier Jouans, Director Antilles Guyane ANSP
E-mail: Olivier.jouans@aviation-civile.gouv.fr

SINT MAARTEN

Raul Van Heyningen, Director of Air Traffic Services Division, PJIAE
E-mail: rvanheyningen@pjiae.com

TRINIDAD AND TOBAGO

Rohan Garib, (Ag.) Executive Manager Air Navigation Services
E-mail: rgarib@caa.gov.tt

UNITED KINGDOM

Maria P. Boyle, Chief Executive Officer, Caribbean Air Safety Support International
Director of Civil Aviation for Anguilla, the British Virgin Islands and Montserrat
E-mail: Maria.Boyle@airsafety.aero

UNITED STATES

Michael Polchert, Air Traffic Organization, Federal Aviation Administration
E-mail: michael.polchert@faa.gov

ECCAA

Donald McPhail, Director General (ag)
E-mail: contact@eccaa.aero

Anthony Meade, Director Air Navigation Services (ag)
E-mail: ameade@eccaa.aero

AGA Committee Membership Rapporteur: TBD

Anguilla, Antigua and Barbuda, Barbados, Dominica, Montserrat, Netherlands, Sint Maarten, Saint Lucia, Saint Vincent and the Grenadines, Trinidad and Tobago, United States, ECCAA and IFATCA.

STATE	MEMBER	E-MAIL ADDRESS	TEL / CELL / FAX
Anguilla	Lindon Hodges Deputy Airport Manager Anguilla Air and Seaports Authority	lindon.hodge@gov.ai hodgelindon@yahoo.com	T + 1 264-497-2384 C + 1 264-476-3121
Antigua and Barbuda	Edward Gilkes Director of Operations Antigua and Barbuda Airport Authority V.C. Bird International Airport	ee.gilkes@abairportauthority.com	T + 1 484 2310 C + 1 720 9544
Barbados	Kelman Walcott ADMs/ATS Inspector Barbados Civil Aviation Department	Kelman.Walcott@barbados.gov.bb	T + 1 246-420-5472 PX: +1 246-428-0930 F: +1 246-428-2539 C: +1 253-0285
	Jason Innis Operations Manager Grantley Adams International Airport Inc.	JInnis@gaiainc.bb	T: +1 246-418-4242 F: +1 246-418-0957 C: +1 246-243-1262
Dominica	Jean Williams Airport Manager, Dominica Air and Sea Ports Authority	melvillehallairportmanager.daspa@cwdom.dm daspa@cwdom.dm	T + 1 767-448-4009 T + 1 767-445-7101
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Antigua and Barbuda, Barbados, France, Netherlands, Trinidad and Tobago, United Kingdom, United States, ECCAA and IFATCA.

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Agenda Item 5 Other business

Host and dates of the next E/CAR/WG Meeting

5.1 Under IP/06, the Meeting was informed of the established host rotation schedule for the E/CAR/WG Meetings. In accordance with its Terms of Reference (ToRs) these meetings will be convened every year, except in years when the NACC/WG meets or whenever necessary. In this regard France confirmed its acceptance to host the next meeting to be held in French Antilles tentatively by June 2013.

Revised Methodology for the Identification, Assessment and Reporting of Air Navigation Deficiencies and its Integrated Safety Trend Analysis and Reporting System (iSTARS) Centralized Database

5.2 Under WP/19, The Secretariat presented the action taken by the GREPECAS as a follow-up to “U” priority air navigation deficiencies in CAR/SAM States/Territories, the need from States to apply the new revised methodology based on a hazard identification and risk assessment (HIRA) process and ICAO planning on a iSTARS centralized database for the identification, reporting and assessment of regional air navigation deficiencies.

5.3 ICAO informed that training activities/explanations on the HIRA process related to deficiencies and the reporting mechanism to the Regional Offices will be conducted as a follow-up to GREPECAS Conclusions 16/42, 16/43, and 16/44, and particularly PPRC/1 Conclusion 1.

5.4 Although the existing air navigation deficiency databases are satisfactory from a regional perspective, it needs to be extended globally in order to be consistent with the principles of sharing safety information worldwide leading to complete transparency. ICAO has developed a prototype system for the management of air navigation deficiencies at the global level which has been incorporated in the integrated Safety Trend Analysis and Reporting System (iSTARS) framework. Access to iSTARS is through the ICAO Secure Portal <https://portal.icao.int>. iSTARS is a web-based system which groups together different safety related datasets and allows for effective integrated safety analysis. The establishment of a centralized database for regional air navigation deficiencies on iSTARS would result in significant benefits through the harmonization of data structure and content, as well as by providing uniform access to the respective ICAO Regional Offices, Member States and other authorized users.

5.5 The iSTARS centralized database initiated in November 2011 with data provided by all regions and fully supports the ICAO Uniform Methodology. The data integration process revealed instances of corrective actions that were either incomplete or inconsistent or showed incorrect completion dates. It has also been noted that for many deficiencies, the expected corrective action completion date is well passed the deadline without any indication of the deficiency being resolved. In order to be able to use the collected air navigation deficiencies for integrated safety analysis purposes, all ICAO Regional Offices were requested to review and update all respective regional deficiencies that are available on iSTARS. On the basis of regional coordination and the feedback received, ICAO has further improved the centralized database on iSTARS and is now ready for evaluation by States. Further to comments that will be received by PIRGs/States, ICAO will mature the system for worldwide use. The complete transition

from the current five regional air navigation databases to single centralized database on iSTARS is scheduled for December 2012.

5.6 No State/Territory from the E/CAR Region have put into practice this new methodology. In this regard the Meeting/States/Territories were urged to review and apply this methodology and inform any comment to it and to the centralized database on iSTARS.

ICAO Fuel Savings Estimation Tool (IFSET)

5.7 Under Presentation P/01, the Secretariat introduced the ICAO Fuel Savings Estimation Tool (IFSET) specifically designed to calculate the benefits of operational improvements.

5.8 The Meeting took note that the tool is not intended to replace the use of detailed measurement or modelling of fuel savings, where those capabilities exist. Rather, it is provided to assist those States or ANSPs without such facilities to estimate the benefits from operational improvements. Moreover, the tool shall be considered to carry out these estimates under the Aviation System Block Upgrades (ASBU) methodology and the NAM/CAR Regional Performance-Based Air Navigation Implementation Plan (NAM/CAR RPBANIP).

5.9 The application is available on the following website: <http://www.mexico.icao.int/Meetings/ASBU2012.html>. Additional information exists in the user guide available at: <http://www.icao.int/environmental-protection/Pages/Tools.aspx3>

5.10 The Meeting agreed that the States/ANSPs in the E/CAR Region should start reporting the benefits of operational improvements. In this regard, the following was agreed:

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CONCLUSION 33/9

IMPLEMENTATION OF THE ICAO FUEL SAVINGS ESTIMATION TOOL (IFSET) IN THE EASTERN CARIBBEAN

That, taking into account the Assembly Resolution A37-19, consolidated statement of the continuing ICAO policies and practices related to environmental protection – Climate change, the Eastern Caribbean States/Territories report to ICAO the benefits achieved with the implementation of improvements related to fuel savings every three months from **30 June 2012**.

ICAO Electronic Safety Tool

5.11 Under Presentation P/02, the Secretariat informed on the ICAO Electronic Safety Tool, whose content focused on the ICAO Safety framework, the Training Plan, Safety Tools User Group (STUG) and examples of the usage of these tools. New electronic tools will be available for the States in coming months.

5.12 The Meeting considered that the electronic tools will be a valuable resource for obtaining and exchanging data between ICAO and the States. Therefore, the Meeting considered necessary to promote its usage, especially considering the upcoming celebration of the AN-Conf/12.