



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

E/CAR/CATG/10 — WP/07Rev
07/07/26

Tenth Eastern Caribbean Civil Aviation Technical Group Meeting (E/CAR/CATG/10)
Fort-de-France, Martinique, 15 to 17 July 2026

Agenda Item 4: Follow-up of the activities of the E/CAR/CATG
4.3 Progress report of the Air Traffic Management (ATM) Committee

Dominica New International Airport – Airspace and Procedures Design

(Presented by E/CAR/CATG/ATM Committee)

EXECUTIVE SUMMARY

This Working Paper invites the Meeting to lend its collective and supportive attention to the development of the airspace structures and IFR procedures associated with the new international airport in the Commonwealth of Dominica. The paper proposes a cooperative, mentoring approach in which Dominica (DASPA), the Eastern Caribbean Civil Aviation Authority (ECCAA), France (DSNA/SNA-AG and DSAC-AG), and Trinidad and Tobago (TTCAA) work together, with the facilitation of ICAO, toward a realistic and safety-driven implementation. The paper acknowledges that the procedures concerned will be designed within, and will interact with, airspace where France provides delegated ATS services, and it therefore underscores the value of early and sustained coordination. It also recognizes that the required lead times inherent in safety assessments, procedure validation and aeronautical information publication must be reflected in a shared, realistic timeline rather than imposed as a unilateral constraint.

Action:	The suggested actions are presented in section 4
Strategic Objectives:	• Every Flight is Safe and Secure • Aviation is Environmentally Sustainable • Aviation Delivers Seamless, Accessible, and Reliable Mobility for All • No Country Left Behind
References:	• ICAO Annex 11 – Air Traffic Services; • ICAO Annex 15 – Aeronautical Information Service; • ICAO Doc 4444 – PANS-ATM; • ICAO Doc 8168 – PANS-OPS; • ICAO Doc 9992 – PBN in Airspace Design; • ICAO Doc 9906 – QA for Flight Procedure Design; • CAR/SAM Regional Air Navigation Plan; • ICAO No Country Left Behind strategy; • E/CAR/CATG Conclusions and Meeting Reports

1. Introduction

1.1 The Commonwealth of Dominica is developing a new international airport, with a planned operational start date of October 2027. This project represents an important step in strengthening regional connectivity in the Eastern Caribbean.

1.2 The project will require the design and implementation of new Instrument Flight Procedures (SIDs/STARs/Approaches) and, potentially, associated airspace restructuring. As a State, Dominica is undertaking these activities for the first time at this scale and will benefit from the experience and assistance of its regional partners.

1.3 The terminal airspace concerned overlaps with areas in which France currently provides delegated ATS services (terminal airspace covering Dominica from the surface up to FL245). The new procedures will therefore be designed within French-managed airspace and may have an effect on existing traffic flows. This interdependence is presented not as an obstacle but as a strong reason for early, cooperative and transparent coordination among all parties.

1.4 Integration with the upper airspace additionally requires coordination with Trinidad and Tobago (TTCAA), in order to ensure seamless connectivity across FIR boundaries.

1.5 Consistent with the ICAO “No Country Left Behind” initiative, this paper places particular emphasis on the assistance and capacity development that Dominica may require, and on a realistic timeline that takes full account of the resources reasonably available to the State.

2. Discussion

2.1 A Cooperative, Capacity-Sensitive Approach

2.1.1 The development of the new procedures and airspace structures will be most effective if conducted as a shared regional endeavor. Given the scale of this project and the fact that the related tasks for such airspace reconfiguration are not routinely performed by a small State, it would be unreasonable to expect completion without external support. The objective is therefore to raise awareness of the complexity of the State’s responsibilities in meeting the required Standards, while ensuring that Dominica receives the support needed to achieve a safe and compliant outcome.

2.1.2 The stakeholders concerned include:

- DASPA (Dominica Air and Sea Ports Authority), as the project proponent;
- ECCAA, as the regulatory authority;
- France (DSNA/SNA-AG for operations and DSAC-AG for oversight), as the provider of delegated ATS in the airspace concerned;
- TTCAA, for upper airspace integration; and
- ICAO (NACC Office), as facilitator and provider of technical guidance and assistance.

2.1.3 Given the existing delegation of ATS, France is well placed to offer valuable technical support to Dominica, in particular through:

- review and mentoring on procedure design;
- assessment of impacts on existing traffic flows;
- verification of compatibility with existing procedures; and
- contribution to, and review of, the associated safety assessments.

2.1.4 This involvement is offered and sought in a spirit of partnership and shared responsibility. Final authority over Dominican airspace and procedures rests with Dominica and its competent authorities; the contributions of France, Trinidad and Tobago, and ICAO are intended to assist, not to substitute for, national decision-making.

2.2 Realistic Planning and required Lead Times

2.2.1 Meeting the planned operational date of October 2027 will require careful and early planning. A number of steps in the process carry lead times that cannot be compressed without compromising safety. These include formal safety assessments, the independent ground and flight validation of procedures, and the Aeronautical Information Regulation and Control (AIRAC) system, which alone requires a minimum advance notice and is strongly recommended to be longer for complex changes.

2.2.2 to allow these unavoidable processes to be completed in good order, it is necessary that procedure design proposals be made available for technical review as early as practicable — indicatively around the beginning of 2027. This indicative target is presented as a planning aid to protect the November 2027 commissioning date, and not as a rigid or unilateral deadline. The Meeting may wish to treat it as a shared milestone to be confirmed jointly once a realistic project schedule has been agreed among the parties.

2.2.3 Early availability of the design would in turn allow sufficient time for:

- technical review by experienced design teams;
- impact assessment on adjacent traffic flows;
- the safety studies required before activation;
- regulatory validation by the competent oversight authorities; and
- compliance with AIRAC publication cycles.

2.2.4 DASPA and ECCAA will also need to carry out independent safety assessments and the regulatory validation of the procedures. It is recognized that these processes are resource-intensive and that Dominica may require external assistance to complete them within the available time. Should the agreed milestones prove difficult to meet despite the good-faith efforts of all parties, the Meeting is encouraged to consider, in a constructive manner, adjustments to the schedule or additional support rather than treating any slippage as a failure on the part of any single State/Territory.

2.3 Interface with Upper Airspace

2.3.1 The integration of the new SID and STAR procedures with the upper airspace will require coordination with TTCAA. Ensuring seamless connectivity and operational efficiency across FIR boundaries is essential to maintain safety, optimize traffic flows and avoid airspace fragmentation. TTCAA's early engagement and assistance would be of considerable value to Dominica in this respect.

2.4 ICAO Support and No Country Left Behind

2.4.1 ICAO involvement and direct support should be requested by the parties, in order to:

- facilitate coordination among all stakeholders on an equal-footing basis;
- promote shared awareness of the regulatory and operational constraints, including lead times;
- help identify and mobilize technical assistance and capacity development for Dominica; and
- support compliance with ICAO provisions and regional planning requirements in a manner proportionate to the resources of the State.

2.4.2 A compliance and milestone matrix, drawing on a detailed mapping of the applicable ICAO provisions, has been prepared with technical input from France and is attached to this paper as an Appendix. It is intended as a practical project-management and mentoring tool — a roadmap to assist Dominica — rather than as a checklist of obligations to be enforced against the State. It identifies the relevant steps, the applicable ICAO documents, and indicative timelines.

2.4.3 This matrix is offered for consideration, validation and use under ICAO NACC coordination, and may be adapted to reflect the resources and circumstances of Dominica as the project progresses.

3. Conclusions

3.1 The successful implementation of the new Dominica international airport will depend on early, effective and cooperative regional coordination, conducted in a spirit of partnership and mutual respect among all States and organizations concerned.

3.2 Realistic adherence to a jointly agreed timeline — including an early, indicative target for the submission of procedure designs — is important to protect the planned commissioning date, while recognizing the incompressible lead times of safety assessment and aeronautical publication.

3.3 The support of France, Trinidad and Tobago and, in particular, ICAO will be instrumental in assisting Dominica to deliver this complex, multi-State project safely and on a sustainable basis, consistent with the “No Country Left Behind” initiative.

4. Action by the meeting**4.1 The Meeting is invited to:**

- a) take note of the coordination and capacity-development requirements associated with the Dominica airport project;
- b) encourage all concerned stakeholders (DASPA, ECCAA, France, TTCAA) to engage in early, continuous and cooperative coordination, in a spirit of partnership;
- c) invite France, Trinidad and Tobago and other regional partners to extend technical assistance and mentoring to Dominica, recognizing its status as a small island recently engaged in such activities;
- d) support the use of the proposed compliance and milestone matrix as a flexible roadmap and project-management tool, subject to validation by the ICAO NACC Office and to adaptation to Dominica's resources;
- e) request the ICAO NACC Office to facilitate coordination activities, help mobilize assistance and capacity development, and monitor progress toward implementation; and
- f) recognize the importance of an early, indicative target for procedure submissions to protect the October 2027 commissioning date, while remaining ready to adjust the schedule constructively should the good-faith efforts of the parties so require.

— — — — —

ICAO Regulatory Compliance Synthesis

DASPA — New International Airport (Dominica)

CTR / TMA Creation & IFR Procedures — Obligations, Steps & Documents

Document Date: 31 March 2026 | Reference: ICAO Convention on International Civil Aviation (Chicago, 1944)

Applicability Legend

Mandatory — ICAO SARPs/Treaty	Strongly Required — Best Practice	Required — Methodology/Tool
Strategic Reference — Justification Framework		

PHASE 1 — STRATEGIC PLANNING & AIR TRAFFIC ASSESSMENT

Step	Activity	ICAO Doc(s)	Nature	Description / Content	Applicability	Obligation	Comments / Deadline
1.1	Air Traffic Demand Study	Doc 9426 (ATS Planning Manual)	Guidance Manual	Analyze existing traffic flows in the TMAs (Guadeloupe, Martinique). Document current conditions, identify problem areas, forecast short- and long-term traffic demand, provide the data basis for determining future requirements.	Required	Mandatory prerequisite before any airspace design activity. Must include IFR/VFR traffic statistics, seasonal variations, and projected growth for the new international airport.	
1.2	Regional ATM Operational Concept Alignment	Doc 9854 (Global ATM Operational Concept)	Strategic Concept Document	Ensure the proposed CTR/TMA and IFR procedures align with the global ATM operational concept: interoperability, trajectory-based operations, equitable access, and seamless airspace for all users.	Strategic Ref.	Not directly prescriptive but required as the justification framework when submitting the project to the ICAO NAM/CAR Regional Office. Demonstrates consistency with ICAO global strategy.	
1.3	Regional Supplementary Procedures Review	Doc 7030 (Regional Supplementary Procedures – NAM/CAR)	Binding Regional Procedures	Verify that the proposed airspace structures and IFR procedures are fully compatible with the NAM/CAR regional supplementary procedures currently in force. If deviations or new regional provisions are required, initiate the formal Doc 7030 amendment process via the ICAO Mexico Regional Office.	Mandatory	CRITICAL – Any deviation from existing NAM/CAR procedures, or new procedures affecting Guadeloupe/Martinique TMAs, MUST trigger a formal Doc 7030 amendment. The Secretary General circulates the proposal to all concerned States and organizations for comment.	

PHASE 2 — SAFETY ASSESSMENT

Step	Activity	ICAO Doc(s)	Nature	Description / Content	Applicability	Obligation	Comments / Deadline
2.1	Hazard Identification & Initial Risk Assessment	Annex 19 Annex 11 Doc 9859	Standard (SARPs) + Guidance	Systematically identify all hazards associated with the new CTR/TMA creation and the IFR procedures. Includes: terrain conflicts, traffic conflicts with existing routes (Pointe-à-Pitre, Fort-de-France), frequency congestion, surveillance coverage gaps, and wake turbulence.	Mandatory	Formal hazard register required. Must cover all flight phases within and adjacent to the new airspace. Results feed into the Safety Case.	
2.3	Safety Case & Formal Safety Assessment (FSA)	Annex 19 Annex 11 Doc 9859	Standard (SARPs)	Produce the complete Safety Case documenting: hazards identified, risks assessed, mitigations proposed and validated, residual risk accepted by the responsible authority. Must cover the impact on adjacent airspace (Guadeloupe TMA, Martinique TMA) and all affected ATS units.	Mandatory	Submission of the Safety Case to the Dominica CAA (and coordination with the French DSAC Antilles-Guyane) is a formal pre-condition to airspace activation.	

PHASE 3 — AIRSPACE DESIGN

Step	Activity	ICAO Doc(s)	Nature	Description / Content	Applicability	Obligation	Comments / Deadline
3.1	CTR Design (Control Zone)	Annex 11 (Chapter 2) Doc 9426	ICAO Standard	Define the CTR lateral limits (minimum 5 NM from aerodrome centre in approach directions), lower limit (surface), and upper limit (connected to TMA base). Select airspace class (C or D recommended for international aerodrome). Design must encompass all IFR arrival and departure flight paths.	Mandatory	Minimum dimensions are prescribed in Annex 11. Class selection must be justified based on traffic density and IFR/VFR mix.	
3.2	TMA Design (Terminal Control Area)	Annex 11 (Chapter 2) Doc 9992 (PBN in Airspace Design)	ICAO Standard + Guidance	Define the TMA volume to protect all IFR trajectories (SIDs, STARs, holding, missed approach). Minimum base: 1,000 ft AGL. Design must account for adjacent controlled airspace of Guadeloupe (TFFR) and Martinique (TFFF) and avoid conflicts with existing ATS routes.	Mandatory	The TMA volume is derived from the IFR procedure design (Doc 9992 methodology). Must be coordinated with French DSAC Antilles-Guyane before finalization.	Joint pre-assessment of the benefit to implement a new TMA design (DSNA, DASPA)
3.3	PBN Airspace Concept Development	Doc 9992 (PBN in Airspace Design) Doc 9613 (PBN Manual)	Guidance Manual (15-step process)	Apply the Doc 9992 15-activity process: (1) agree operational requirements, (2) analyze traffic flows, (3) define airspace concept, (4) select ICAO navigation specification (RNAV 1/RNP 1 for SID/STAR; RNP APCH for approaches), (5) assess aircraft fleet capability, (6) design routes & procedures, (7) confirm specification, (8) safety assessment, (9) draft ATC procedures, (10) training, (11) simulation, (12) validation, (13) trial, (14) implementation, (15) post-implementation review.	Required – Tool	This process is the recognized methodology for designing the TMA and all associated IFR procedures. Non-compliance risks rejection of procedures by the ICAO NAM/CAR Regional Office.	

PHASE 4 — IFR PROCEDURE DESIGN

Step	Activity	ICAO Doc(s)	Nature	Description / Content	Applicability	Obligation	Comments / Deadline
4.1	SID & STAR Design	Doc 8168 Vol. II (PANS-OPS) Doc 9906 (QA Manual for FPD)	ICAO Procedures (PANS) + QA Standard	Design Standard Instrument Departures (SIDs) and Standard Arrival Routes (STARs) in conformance with PANS-OPS obstacle clearance criteria. Select appropriate PBN specifications (RNAV 1 or RNP 1). Define route segments, waypoints, altitude constraints, and missed approach procedures.	Mandatory	All procedures must be designed by a qualified and authorized Instrument Flight Procedure Designer (IFP Designer). Quality assurance per Doc 9906 is required throughout the design process.	Joint pre-assessment of the benefit of SIDs & STARs (TTCAA, DSNA, DASPA)
4.2	Instrument Approach Procedure (IAP) Design	Doc 8168 Vol. II (PANS-OPS) Doc 9613 (PBN Manual) Doc 9906	ICAO Procedures (PANS)	Design approach procedures: ILS (if available), RNP APCH (LNAV, LNAV/VNAV, LPV) for each runway end. Define Obstacle Clearance Altitude/Height (OCA/H), missed approach segment, initial/intermediate/final approach segments. Assess terrain clearance using ICAO obstacle protection surfaces.	Mandatory	Procedures must comply with PANS-OPS Vol. II criteria. RNP APCH strongly recommended for an international aerodrome to enable operations in IMC.	
4.3	Flight Procedure Validation (Ground & Flight)	Doc 9906 Vol. 5 & 6 (IFP Validation)	QA Standard	Conduct ground validation (software check, independent technical review) and in-flight validation of all IFR procedures before publication. Flight validation pilot must be qualified per Doc 9906 Vol. 6.	Mandatory	Flight validation report is a mandatory deliverable before procedures can be published in the AIP. Any discrepancy must be resolved and re-validated.	

PHASE 5 — INTER-STATE COORDINATION

Step	Activity	ICAO Doc(s)	Nature	Description / Content	Applicability	Obligation	Comments / Deadline
5.1	Coordination with Adjacent States (France/DSAC-AG)	Annex 11 Doc 4444 (PANS-ATM) Doc 7030	ICAO Standard + Regional Procedures	Formal consultation and agreement with France (DSAC Antilles-Guyane) as responsible for the Guadeloupe TMA (TFFR) and Martinique TMA (TFFF). Assess and document all impacts on existing ATS routes, holding patterns, and procedures in adjacent TMAs. Agree on revised Letters of Agreement (LoA) between ATS units.	Mandatory	CRITICAL – No CTR/TMA can be activated without formal written agreement (LoA) with adjacent ATS units. This is the single most time-consuming step given the cross-state nature of the project.	
5.2	Coordination with ICAO NAM/CAR Regional Office	Doc 7030 Doc 9750 (Global Air Navigation Plan)	Regional Regulatory Process	Submit the project to the ICAO NAM/CAR Regional Office (Mexico). Any change to the Regional Air Navigation Plan (ANP) or Doc 7030 regional procedures requires approval through the PIRG NAM/CAR planning and implementation process.	Mandatory	ICAO Regional Office endorsement is required before the airspace change becomes effective. The PIRG must be notified and may require a Regional Implementation Group review.	
5.3	Consultation of Airspace Users	Annex 11 Doc 9426	ICAO Standard	Consult all principal airspace users: airlines operating in the Caribbean (Caribbean Airlines, etc.), general aviation, military operators. Document their operational constraints and incorporate them in procedure design where possible.	Strongly Required	Documented consultation process required. Results must be incorporated or formally justified if not adopted. Feedback mechanism must be established post-implementation.	
5.4	Civil-Military Coordination	Annex 11 Doc 10088 (Civil-Military Cooperation in ATM)	ICAO Standard + Guidance	Coordinate with military authorities (UK, French, US military installations in the region) to ensure CTR/TMA design does not conflict with military airspace, restricted areas, or operational requirements. Define civil-military procedures for the new airspace.	Strongly Required	Formal agreement with military authorities required before airspace is activated. Must be reflected in the Letters of Agreement and AIP publications.	

PHASE 6 — CNS INFRASTRUCTURE REQUIREMENTS

Step	Activity	ICAO Doc(s)	Nature	Description / Content	Applicability	Obligation	Comments / Deadline
6.1	Communication Requirements	Annex 10 (Aeronautical Telecommunications) Annex 11	ICAO Standard	Define and implement VHF communication infrastructure for CTR/TMA (TWR, APP, ACC frequencies). Ensure adequate coverage across the entire CTR/TMA volume. Establish emergency frequencies and inter-unit communication links.	Mandatory	Coverage must meet Annex 10 requirements before ATC services are provided in the new airspace.	Assessment of PIARCO VHF range in lower airspace
6.2	Navigation Aid (NAVAID) Infrastructure	Annex 10 Doc 9613 (PBN Manual) Doc 9992	ICAO Standard + Guidance	Assess GNSS (GPS/SBAS) signal availability and integrity for PBN operations. If conventional NAVAIDs (VOR, DME, ILS) are planned: site survey, frequency assignment, commissioning per Annex 10. Define contingency navigation procedures for GNSS outage.	Mandatory	NAVAID infrastructure must be commissioned and flight-checked before procedures become operational. NOTAM must be issued for any temporary outage.	
6.3	Surveillance Requirements	Annex 11 Annex 10 Doc 9684 (SSR Mode S)	ICAO Standard	Assess radar (PSR/SSR) or ADS-B coverage across the new CTR/TMA. Minimum surveillance coverage required to support the separation standards applied. Define surveillance minima for ATC.	Mandatory	Surveillance system must be operational and provide the required coverage before procedural separation can be reduced or radar separation applied.	Assessment of the benefit to implement an ATM (Air Traffic Monitor) system to enhance situational awareness

PHASE 7 — SIMULATION, TRAINING & VALIDATION

Step	Activity	ICAO Doc(s)	Nature	Description / Content	Applicability	Obligation	Comments / Deadline
7.1	ATC Simulation Exercise	Annex 11 Doc 9992	ICAO Standard + Guidance	Conduct real-time ATC simulation of the new CTR/TMA operations to validate controller workload, sector capacity, separation minima, contingency procedures, and coordination procedures with Guadeloupe and Martinique. Identify and correct design deficiencies.	Strongly Required	Simulation is a recognised means of validating airspace design before implementation. Results must be documented. Any identified safety issue must be resolved before proceeding.	
7.2	ATC Controller Training	Annex 1 (Personnel Licensing) Annex 11	ICAO Standard	Train all ATC staff on new CTR/TMA procedures, Letters of Agreement with adjacent units, and PBN-specific phraseology and operations. Training must cover normal, abnormal, and emergency procedures.	Mandatory	No controller may provide ATC service in the new CTR/TMA without documented competency in the new procedures.	
7.3	Pilot Training & NOTAM Awareness	Annex 2 (Rules of the Air) Annex 6 Doc 9992	ICAO Standard	Ensure that operators and pilots using the new airspace are aware of the new procedures, PBN specifications required, and entry conditions. Publish AIC well in advance.	Strongly Required	An Aeronautical Information Circular (AIC) must be issued at least 56 days before activation to alert operators.	

PHASE 8 — AERONAUTICAL INFORMATION PUBLICATION

Step	Activity	ICAO Doc(s)	Nature	Description / Content	Applicability	Obligation	Comments / Deadline
8.1	AIP Amendment (Permanent Changes)	Annex 15 (AIS) Doc 8126 (AIS Manual)	ICAO Standard	Publish all permanent airspace changes (CTR/TMA description, class, limits, procedures) in the TTCAA AIP (ENR and AD sections) via the AIRAC cycle. Include: coordinates, vertical limits, radio frequencies, ATC hours of service, entry requirements.	Mandatory	AIRAC effective date must be respected (minimum 28 days' notice; 56 days strongly recommended for complex changes). Publication must be coordinated with ICAO for inclusion in international AIP databases.	
8.2	Instrument Approach Charts & Route Charts	Annex 4 (Aeronautical Charts) Annex 15	ICAO Standard	Produce ICAO-compliant instrument approach charts (IAC), SID/STAR charts, aerodrome charts, and area charts. All charts must be included in the AIP AD section and distributed to commercial aviation chart providers.	Mandatory	Charts must meet Annex 4 standards for symbols, scale, and content. Must be published simultaneously with the AIRAC amendment activating the procedures.	
8.3	NOTAM Publication	Annex 15 Doc 8400 (ICAO Abbreviations & Codes)	ICAO Standard	Issue NOTAM trigger (referencing the AIRAC AIP amendment) at the appropriate time. Issue specific NOTAMs for commissioning of NAVAIDs, activation of new airspace, and temporary restrictions during transition.	Mandatory	NOTAMs must be distributed through the ICAO NOTAM system (AFTN/SITATEX) and published on the TTCAA AIS server.	
8.4	Aeronautical Information Circular (AIC)	Annex 15 Doc 8126	ICAO Standard	Issue an AIC well in advance of activation (minimum 56 days) to inform pilots, operators, and adjacent ATS units of the forthcoming change: new airspace structure, new procedures, equipment requirements (PBN capability), training recommendations.	Mandatory	The AIC is the pre-notification tool recognized by ICAO for major airspace changes impacting international operations.	

PHASE 9 — IMPLEMENTATION & POST-IMPLEMENTATION MONITORING

Step	Activity	ICAO Doc(s)	Nature	Description / Content	Applicability	Obligation	Comments / Deadline
9.1	Go/No-Go Decision & Activation	Annex 11 Annex 19 Doc 9992	ICAO Standard + Guidance	Formal decision gate: verify all safety criteria met, procedures validated, staff trained, infrastructure commissioned, LoAs signed, AIP published, and Safety Case approved. Activate the CTR/TMA on the published AIRAC date.	Mandatory	No activation without a documented Go/No-Go decision endorsed by the CAA and coordinated with the ICAO NAM/CAR Regional Office.	
9.2	Post-Implementation Safety Review	Annex 19 Doc 9859 Doc 9992	ICAO Standard + Guidance	Monitor Safety Performance Indicators (SPIs) for a defined period after activation (typically 3–6 months). Report any incidents or near-misses. Adjust procedures if safety targets are not met. Submit post-implementation review report to the CAA.	Mandatory	Continuous safety monitoring is an SMS obligation under Annex 19. Any safety finding must trigger a corrective action cycle.	

Key References: ICAO Convention (Chicago, 1944) — Annexes 1, 2, 4, 6, 10, 11, 14, 15, 19 — Doc 4444 (PANS-ATM) — Doc 7030 (NAM/CAR SUPPs) — Doc 8168 (PANS-OPS) — Doc 9426 — Doc 9613 (PBN) — Doc 9854 (Global ATM Concept) — Doc 9859 (SMS) — Doc 9906 (QA FPD) — Doc 9992 (PBN in Airspace Design)