

INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN REGIONAL OFFICE



REPORT OF THE CAR/SAM AIS/ATM/CNS 02/00
INFORMAL MEETING

(Cayenne, 27 to 29 March 2001)

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History of the meeting

ii-1 Introduction

ii-1.1 The CAR/SAM AIS/ATM/CNS 02/00 Informal Meeting was held in Cayenne, from 27 to 29 March 2001. The meeting was convened pursuant to Conclusion 8/50 of the GREPECAS/8 Meeting (9-17 November, 1998) with the purpose of examining and proposing measures to overcome the deficiencies affecting the provision of air traffic services in the CAR/SAM Sub-region subject matter of the meeting, which includes the Belem and Manaus (Brazil), Rochambeau (French Guiana), Paramaribo (Suriname), Georgetown (Guyana), Maiquetia (Venezuela) and Piarco (Trinidad and Tobago) FIRs.

ii-1.2 Mr. Jorge Fernández Demarco, RO/ATM/SAR, Lima Office, on behalf of Mr. Paulo Imre Hegedus, Regional Director, SAM Office, took the floor to underline the objectives of the meeting and their importance. Finally, Mr. Gerard Daniel, Director of Civil Aviation of French Guyana, on behalf of the French aeronautical authority, welcomed the participants and officially opened the meeting and expressed his wishes for success.

ii-1.3 Mr. Michel Grandet, Head of the ATS Division at the Regional Directorate for the French Antilles and Guyana, was elected Chairman of the meeting, and Mr. Gerard Daniel was elected vice-Chairman. Mr. Fernandez acted as Secretary of the meeting, assisted by Mr. Onofrio Smarrelli, RO/CNS Lima.

ii-2 Attendance

ii-2.1 The meeting was attended by 14 participants from 5 CAR/SAM States (Brazil, France, Guyana, Suriname and Trinidad and Tobago).

ii-2.2 The meeting expressed its regret for the absence of the Venezuelan delegation, since it prevented them from examining in detail some deficiencies that affect the Maiquetia FIR and impact the adjacent FIRs.

ii-3 Working languages

ii-3.1 The meeting was conducted in English and Spanish and simultaneous interpretation services were provided.

Agenda

The meeting adopted at its opening session the following agenda:

- Agenda Item 1: Review of AIS relevant matters, considering:
- a) WGS-84 implementation issues
 - b) Implementation of relevant CAR/SAM/3 RAN meeting recommendations and conclusions
- Agenda Item 2: Review of ATM relevant matters, considering:
- a) Application of the minimum longitudinal separation
 - b) Contingency plans
 - c) Selection of the language for coordination purposes between ATS Units at Rochambeau and Belem FIRs
 - d) Implementation of Cayenne-Macapa, Cayenne-Fortaleza and Paramaribo-Barbados routes
 - e) Designation of ATS unit in charge of ATS route UB 680 in the corresponding segment DIMAS - ATITA
 - f) Statistical information of aircraft movements in the area
 - g) Coordination of air operations in aerodromes close to FIRs boundaries.
- Agenda Item 3: Review of relevant CNS matters, considering:
- a) AFS deficiencies and shortcomings
 - b) AMS deficiencies and shortcomings
 - c) Surveillance plans and radar implementation
- Agenda Item 4: Other matters

LIST OF CONCLUSIONS

Conclusion 1/1 - Survey of WGS 84 geographic co-ordinates

That Guyana, Suriname, Trinidad and Tobago and Venezuela do their utmost to complete the survey of WGS 84 geographic co-ordinates by the beginning of the last quarter of 2001.

Conclusion 1/2 - Uniform publication of WGS 84 geographic co-ordinates of FIR boundaries

That, in order to ensure the uniform publication of WGS 84 geographic co-ordinates of FIR boundaries, Brazil, French Guiana, Guyana, Suriname, Trinidad and Tobago and Venezuela take the appropriate measures set forth in the action plan shown in **Appendix A** to this part of the report.

Conclusion 1/3 - Shortcomings and deficiencies

That Brazil, French Guiana, Guyana, Suriname, Trinidad and Tobago and Venezuela, if they have not done so yet, take the appropriate measures to overcome AIS/MAP shortcomings and deficiencies classified as U and which appear in **Appendix B** to this part of the report.

Conclusion 1/4 - Implementation of the 10-minute longitudinal separation minimum using the MNT

That Brazil, French Guiana, Guyana, Suriname, Trinidad and Tobago and Venezuela:

- a) starting on **12 July 2001**, apply a **10-minute** longitudinal separation minimum on the international ATS routes corresponding to the FIRs involved, using the Mach number technique;
- b) review and update the existing Letters of Operational Agreement between the ACCs involved, bearing in mind the safety levels that must be maintained when applying such separation;
- c) take the relevant action to solve those technical problems that could hinder the implementation of this longitudinal separation on the aforementioned date; and
- d) in the event that they cannot meet the necessary requirements for the implementation of the 10-minute longitudinal separation, shall provide such information to the relevant Regional Office no later than **12 June 2001** to enable co-ordinations for postponing the implementation of said separation.

Conclusion 1/5 - Contingency plans

That, taking into account the action plan shown in **Appendix A** to this part of the report, Brazil, French Guiana, Guyana, Suriname, Trinidad and Tobago and Venezuela:

- a) prepare their national ATS contingency plans and co-ordinate with their neighbouring States the most appropriate measures for their harmonisation; and
- b) forward said plans to the relevant ICAO Regional Office.

Conclusion 1/6 - Use of the English language for co-ordinations between ATS units

That, taking into account the difficulties that exist with the language used by air traffic controllers during operational co-ordinations, Brazil, French Guiana, Guyana, Trinidad and Tobago, Suriname and Venezuela:

- a) use English as the only language for co-ordinating the traffic that crosses the boundaries of their FIRs;
- b) if their mother tongue is not English, take the relevant action to conduct periodical refresher courses to train their personnel on the use of the English language; and
- c) take the necessary measures to make sure that the new personnel hired by the administration to work at the ATC units is adequately proficient in the English language.

Conclusion 1/7 - Non-implementation of the Cayenne-Macapa and Cayenne-Fortaleza routes

Since the Cayenne-Macapa and the Cayenne-Fortaleza routes have not been implemented to date, the Brazilian and French administrations agreed to discontinue the implementation process.

Conclusion 1/8 - Implementation of an ATS route between Paramaribo and Barbados

That Suriname provide the States involved in this ATS route as much information as possible so that they can examine this proposal in detail and take the relevant decision.

Conclusion 1/9 - Participation of Guyana, Suriname and Venezuela at the next Eastern Caribbean meeting

That the ICAO SAM Regional Office co-ordinate with the NACC Regional Office for sending invitations to Guyana, Suriname and Venezuela for the next Eastern Caribbean meeting to be held in Grenada on 7-11 May 2001, where they will be able to discuss the implementation, among other matters, of the Paramaribo-Barbados ATS route, and every CNS/ATM matter.

Conclusion 1/10 - Statistical information on route UB 680

That, for statistical purposes, Brazil and Suriname provide the French administration with the following information on the traffic operating on ATS route UB 680 during the months of January, February and March 2001:

- a) date
- b) aircraft identification
- c) type of aircraft
- d) aerodrome of departure
- e) aerodrome of destination
- f) time at the corresponding reporting points
- g) flight level

Conclusion 1/11 - Statistical data on air traffic in ATS routes

That:

- a) Brazil, Guyana, French Guiana, Suriname, Trinidad and Tobago, and Venezuela collect statistical data on air traffic in selected ATS routes that cross the common boundaries of the FIRs involved, in order to identify the route segments with an unsatisfied demand for preferred flight levels;
- b) the air traffic data be collected in the forms shown in **Appendix B** to this part of the report (Tables 1, 2, 3, and 4), considering that:
 - 1. the data will cover a whole week, starting on the first Monday of each quarter;
 - 2. the first collection of data will take place from 2 to 8 July 2001; and
- c) the data already processed be sent to the SAM Regional Office no later than the 20th day of the month in question. The Regional Office will prepare a summary of said information to be sent to the Administrations involved, within thirty days after receiving it.

Conclusion 1/12 - Letters of operational agreement between airports located near the FIR boundaries

That France and Suriname establish operational agreements where the necessary ATS coordination procedures be included, in order to guarantee safety of air operations in those airports located near the FIRs boundaries.

Conclusion 1/13 - Publication of relevant information on airports located close to the FIRs boundaries

That States of the sub-region involved publish in the part corresponding to their AIPs, the most important information of aerodromes and neighbour aerodromes located close to the FIRs boundaries.

Conclusion 1/14 - Improvements in the Guyana AFTN centre

That the Guyana Administration, in order to provide greater support to air traffic services, do its utmost to install a new message switching centre that allows for the exchange of information using AFTN and AMHS procedures, according to the capacity required and providing an AFTN circuit with Port of Spain with an operating capacity of 2,400 bit/sec, IA-5 format and the X.25 communication protocol.

Conclusion 1/15 - Implementation of a Maiquetía - Piarco digital circuit

That the Administrations of Venezuela and Trinidad and Tobago take the necessary measures to improve the AFTN circuit between Maiquetía and Piarco, as specified in table CNS-1A, Volume II of the ANP. To that end, it is recommended that a 64-Kbit/sec ground digital circuit be installed to support ATS speech communication requirements between the two centres and permit interconnection between the REDDIG and the Eastern Caribbean digital network.

Conclusion 1/16 - Economic contribution to the REDDIG

That the SAM States of the Subregion that have not yet made their economic contributions to the RLA /98/019 project do their utmost in this regard, so that the REDDIG may be implemented in its entirety and thus permit the required improvements in AFS services to be made for a safe and efficient air traffic control based on a favourable cost-benefit analysis.

Conclusion 1/17 - Implementation of VHF speech channels and coverage analysis

That Brazil, French Guiana, Guyana, Suriname, Trinidad and Tobago, and Venezuela do their utmost to implement the number of VHF speech communication channels specified in Table CNS-2A, column 3 of the CAR/SAM Air Navigation Plan, Volume II – FASID; moreover, when analysing the existing ground-air VHF coverage in the Eastern CAR/SAM Subregion, that they deal with any shortcomings and deficiencies that could arise.

Conclusion 1/18 - Implementation of HF speech channels

That Brazil, French Guiana, Guyana, Suriname, Trinidad and Tobago, and Venezuela take appropriate measures to implement the number of HF channels required for the speech communications of en route mobile service, as specified in Table CNS - 2B of the CAR/SAM Air Navigation Plan, Volume II - FASID, so that each station can offer 24-hour coverage.

Conclusion 1/19 - Information requirements

That Brazil, French Guiana, Guyana, Suriname, Trinidad & Tobago and Venezuela send to the respective Regional Offices and not later than 30 May 2001, the following updated information:

- a) Implementation plans for radar surveillance systems;
- b) 24 bits aircraft address allocation plans;
- c) Implementation plans for radioaids systems; and

- d) National programmes for the holding of navaid flight tests.

Conclusion 1/20 - Radar data sharing

That Brazil, French Guiana, Guyana, Suriname, Trinidad & Tobago and Venezuela, with the aim of facilitating the implementation of the radar surveillance services in a safe and cost/efficient manner, take into consideration the possibility of establishing bilateral or multilateral agreements to share, where possible, radar data between neighbouring States ATS centres and use a common radar format and communications protocol for the exchange of radar data.

Conclusion 1/21 - AFTN procedure in distress messages

That Brazil, French Guiana, Guyana, Suriname, Trinidad & Tobago and Venezuela, upon sending distress, alarm and urgent AFTN messages considered of maximum priority (SS), comply with specifications in Annex 10, Volume II, Sections 4.4.4.3 and 4.4.4.5 (lack of line feed signal after the priority alarm).

Conclusion 1/22 - Coordination with the administration of Venezuela

That ICAO South American Regional Office take the pertinent actions in order to coordinate with the Venezuelan Administration, the application of all the conclusions and actions formulated during the CAR/SAM AIS/ATM/CNS 02/00 meeting.