

**INTERNATIONAL CIVIL AVIATION ORGANIZATION
SOUTH AMERICAN OFFICE**

**SECOND MEETING OF THE INFORMAL COORDINATION GROUP OF THE EAST
CARIBBEAN AND NORTH EASTERN SOUTH AMERICAN
(E-CAR/SAM-NE ICG/2)**

(Caracas, Venezuela, 1 to 5 December 2003)

Agenda Item 1: Review of ATM matters

**a) Review of the status of implementation of the CAR/SAM AIS/ATM/CNS 02/00
Informal Meeting Conclusions related to the ATM area**

(Presented by the Secretariat)

Summary

This working paper proposes the meeting to carry out a review of the Conclusions formulated during the First Informal Meeting of the First Meeting of the East Caribbean and Northeast South America Informal Coordination Group and, if deemed pertinent, submit each conclusion to the corresponding agenda item, to be reviewed within this framework.

References:

- First Meeting of the Informal Coordination Group of the East Caribbean and North Eastern South American (E-CAR/SAM-NE ICG, Cayenne, 27 to 29 de March 2001).

1 Background

1.1 The First Meeting of the Informal Coordination Group of the East Caribbean and North Eastern South American (E-CAR/SAM-NE ICG, (E-CAR/SAM-NE ICG) was carried out in Cayenne, from 27 to 29 de March 2001. This meeting was convened as a follow-up of Conclusion 8/50 formulated by the GREPECAS/8 Meeting (9 to 17 November 1998) and had the aim to study and propose measures to solve the deficiencies affecting the provision of air traffic services in the CAR/SAM Subregion, comprising the FIRs Belem and Manaus (Brazil), Rochambeau (French Guyana), Paramaribo, (Suriname) Georgetown (Guyana),

Maiquetia (Venezuela) and Piarco (Trinidad and Tobago).

1.2 During such meeting, the matters shown in **Appendix A** to this working paper were analysed.

2 **Analysis**

2.1 In view of the above, 22 Conclusions were formulated covering all the agenda items. The matters to be dealt with during this meeting are similar to those of the first meeting. For this reason, it might be advisable that the conclusions be reviewed in each agenda item in particular. It should be indicated if, after reviewed, these conclusions are still valid or if they have been implemented and therefore are not valid any more, or finally, the same could be re-formulated, according to the progress achieved by the administrations involved.

3 **Suggested action**

3.1 The meeting is invited to review the conclusions of the First Informal Coordination Group of the East Caribbean and North Eastern South American, Cayenne, 27 to 29 de March 2001 (E-CAR/SAM-NE ICG/1) attached as **Appendix B** to this working paper, and evaluate the status of application of each one of them, using the methodology proposed in the following paragraph 3.2 , and then update the form proposed with the corresponding information.

3.2 In order to evaluate the status of application of the Conclusions, it is proposed to use the following classification methodology:

- a) After finalizing the review/discussion of the status of implementation of the corresponding Conclusion, it should be classified as:

Classification of the status of Conclusions	
Effective:	Valid
Not effective:	Not valid
Pending:	Not implemented
Finalized:	Completed
In course:	Continuous or of a permanent nature
Replaced:	Superseded by another conclusion or decision

- b) In the form attached in **Appendix B**, update the column “status of application” and, if any remarks deemed pertinent existed, kindly place them in the column “Remarks”.

Example:

Conclusion	Title	States involved	Status of application	Remarks
Conclusion X/X	Xxxxxxxx	Xxxxx Xxxxx	Valid	(if applicable)

APPENDIX A

AGENDA OF THE E-CAR/SAM-NE ICG/1 MEETING

- 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

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Appendix B

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.

Note: Conclusions corresponding to Agenda Item 3 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 3 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 3 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 1 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 1 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 1 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 1 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 1 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 1 of the E-CAR/SAM-NE-ICG/2

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

Note: Conclusions corresponding to Agenda Item 1 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 1 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 1 of the E-CAR/SAM-NE-ICG/2

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 neighbor aerodromes located close to the FIRs boundaries.

Note: Conclusions corresponding to Agenda Item 1 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 2 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 2 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 2 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 2 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 2 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 2 of the E-CAR/SAM-NE-ICG/2

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.

Note: Conclusions corresponding to Agenda Item 2 of the E-CAR/SAM-NE-ICG/2

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).

Note: Conclusions corresponding to Agenda Item 2 of the E-CAR/SAM-NE-ICG/2

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.

APPENDIX B

Form for review of Conclusions of the First Meeting of the Informal Coordination Group of the East Caribbean and North Eastern South American (E-CAR/SAM-NE ICG, Cayenne, 27 to 29 de March 2001). (E-CAR/SAM-NE ICG/1)

Conclusion	Title	States/Int. Organizations involved	Status of application	Remarks
Conclusion 1/1	Survey of WGS 84 geographic coordinates	Guyana Suriname Trinidad and Tobago Venezuela		
Conclusion 1/2	Uniform publication of WGS 84 geographic coordinates of FIR boundaries	Brasil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		
Conclusion 1/3	Shortcomings and deficiencies	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		

Conclusion	Title	States/Int. Organizations involved	Status of application	Remarks
Conclusion 1/4	Implementation of the 10-minutes longitudinal separation minimum using MNT technique	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		
Conclusion 1/5	Contingency plans	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		
Conclusion 1/6	Use of the English language for co-ordinations between ATS units	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		
Conclusion 1/7	Non-implementation of routes Cayenne-Macapa and Cayenne-Fortaleza	France Brazil		
Conclusion 1/8	Implementation of an ATS route Paramaribo and Barbados	Suriname		

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Conclusion	Title	States/Int. Organizations involved	Status of application	Remarks
Conclusion 1/9	Participation of Guyana, Suriname and Venezuela at the next Eastern Caribbean meeting	ICAO SAM and NACC Regional Offices	Finalized	*Grenada, 07 to 11 May 2001
Conclusion 1/10	Statistical information on route UB 680	Brazil Suriname		
Conclusion 1/11	Statistical data on air traffic in ATS routes	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		
Conclusion 1/12	Letters of operational agreement between airports located near the FIR boundaries	France Suriname		
Conclusion 1/13	Publication of relevant information on airports located close to the FIRs boundaries	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		
Conclusion 1/14	Improvements in the Guyana AFTN Centre	Guyana		

Conclusion	Title	States/Int. Organizations involved	Status of application	Remarks
Conclusion 1/15	Implementation of a Maiquetía-Piarco digital circuit	Trinidad & Tobago Venezuela		
Conclusion 1/16	Economic contribution to the REDDIG	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		
Conclusion 1/17	Implementation of VHF speech channels and coverage analysis	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		
Conclusion 1/18	Implementation of HF speech channels	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		
Conclusion 1/19	Information Requirements	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		

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Conclusion	Title	States/Int. Organizations involved	Status of application	Remarks
Conclusion 1/20	Radar data sharing	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		
Conclusion 1/21	AFTN procedure in distress messages	Brazil French Guyana Guyana Suriname Trinidad & Tobago Venezuela		
Conclusion 1/22	Coordination with the administration of Venezuela	SAM Regional Office	Finalized	