

**Cuestión 3 del Orden del Día****Asuntos de Navegación Aérea****3.3 Desarrollos específicos de navegación aérea****AVANCE EN LAS ACTIVIDADES ADS-B y MULTILATERACIÓN**

(Presentada por la Secretaria)

RESUMEN

La presente nota de estudio da una breve reseña de los trabajos y actividades ADS-B en la Región CAR, los resultados y acuerdos del taller de implementación ADS-B/MLAT y propone acciones para la continuación de la participación en estas actividades.

Referencias:

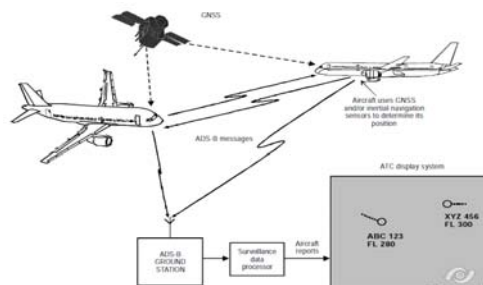
- NACC/WG/3 informe final (Ciudad de Guatemala, Guatemala, 9 al 13 de mayo de 2011)
- Taller OACI/FAA sobre Implementación ADS-B y Multilateración (Ciudad de México, México, 6 al 8 de septiembre de 2011)
- Minuta de teleconferencia ADS-B (9 de febrero de 2012)

Objetivos Estratégicos

Esta nota de estudio se relaciona con los Objetivos estratégicos A y C.

1. Introducción

1.1 ADS-B es la transmisión de una aeronave de su posición (latitud y longitud), altitud, velocidad, identificación del aeronave y otro tipo de información obtenida de los sistemas de a bordo. Cada mensaje de posición ADS-B incluye una indicación de la calidad de los datos que permite a los usuarios a determinar si los datos están lo suficientemente buenos como apoyar la función deseada.



1.2 La iniciativa Mundial No. 9 del Plan Mundial de Navegación Aérea (IPM-9) *CONCIENCIA SITUACIONAL* contempla la aplicación de técnicas de vigilancia mejoradas (ADS-C o ADS-B), que permitirán reducir las mínimas de separación, mejorar la seguridad operacional, aumentar la capacidad y mejorar la eficiencia de vuelo en forma rentable. Esos beneficios pueden lograrse proporcionando vigilancia en áreas en las que no haya radares primarios o secundarios cuando los modelos de rentabilidad lo justifiquen. En los espacios aéreos en los que se utiliza radar, la vigilancia mejorada puede permitir reducir aún más las mínimas de separación entre aeronaves y mejorar, en las áreas de alta densidad de tránsito, la calidad de la información de vigilancia tanto en tierra como en el aire, aumentando así los niveles de seguridad operacional.

1.3 La ADS-B puede utilizarse para mejorar la vigilancia del tránsito en el espacio aéreo nacional. A este respecto, cabe destacar que las señales espontáneas ampliadas de 1090 MHz constituyen una opción disponible y que debería aceptarse como la opción de preferencia a escala mundial para el enlace de datos de ADS-B.

2. Referencias y normas para la implementación y uso del ADS-B

2.1 La OACI ha facilitado guías y material de orientación para la implementación del ADS-B tal y como se detalla en el Doc. 9924 Manual de Vigilancia Aeronáutica, Cap. 7 – Consideraciones para la implementación de sistemas de vigilancia y los pasos recomendados para la planeación e implementación de sistemas de vigilancia:

- a) Definir requerimientos operacionales
- b) Definir el entorno existente (actual y futuro)
- c) Analizar opciones de diseño y determinar cuáles técnicas pueden utilizarse
- d) Realizar un análisis de la seguridad operacional de los nuevos sistemas propuestos
- e) Implementar
- f) Establecer servicios operacionales
- g) Dar servicio operacional

2.2 Existe la disponibilidad de orientaciones a nivel de GREPECAS sobre ensayos ADS-B y guías operativas sobre la separación mínima usando ADS-B y/o sistemas de multilateración (MLAT).

2.3 Similarmente, se ha planteado la aplicación de mínimas de separación con ADS-B y MLAT a partir del 15 de noviembre 2012, con la propuesta de enmienda de los *Procedimientos para los servicios de navegación aérea — Gestión del tránsito aéreo* (PANS-ATM, Doc 4444), relativa a la separación mínima usando ADS-B y/o sistemas de multilateración (MLAT), (Ref. AN 13/2.5-11/24 fechada 15 de abril de 2011).

3. Ensayos y actividades de implementación del ADS-B

3.1 Durante la NACC/WG/3, varios Estados informaron de sus actividades ADS-B:

- a) COCESNA presentó sus avances en los Ensayos ADS-B en la FIR Central American, con sus ensayos iniciales sobre ADS-B realizados desde el 2008 y los nuevos ensayos para recolectar datos ADS-B;
- b) Estados Unidos informó de los avances en la implementación de sus servicios ADS-B;
- c) Cuba informó de los resultados del análisis de datos ADS-B recolectados dentro de sus ensayos; y

- d) México informó de la implementación de un sistema ADS-B en el Aeropuerto Internacional de la Ciudad de México.

3.2 La Reunión NACC/WG/3 formuló la Conclusión 3/6 - ENSAYOS Y ANÁLISIS ADS-B EN LA REGIÓN CAR, con el cual se busca consolidar las actividades sobre el ADS-B para aplicar un criterio homogéneo de análisis e intercambio de datos, instando a los Estados/Territorios/COCESNA que están realizando ensayos con sistemas ADS-B o que tengan planes a corto plazo para hacerlo.

3.3 Estados Unidos en coordinación a la Oficina Regional NACC de la OACI realizaron el Taller para la implementación del ADS-B /MLAT en Septiembre 2011, en la cual se cubrió los diferentes aspectos de implementación, tanto técnicos como operativos con la participación de la industria y los Estados. Este Taller reconoció que las actividades sobre ADS-B apoyarían la implementación de la extensión de rutas PBN en la región CAR tal y como se está apoyando en las rutas PBN en el Golfo de México. En el **Apéndice** a esta nota se ofrece el sumario de discusión de este taller. Las presentaciones y conclusiones de este taller están disponibles en el sitio web de la OACI: <http://www.mexico.icao.int/Meetings/ADSBMLTWorkshop.html>.

3.4 Para seguimiento a las actividades del Grupo Ad-hoc de análisis de datos y demás actividades de implementación para el ADS-B, la OACI ha creado un sitio web con las referencias y datos más relevantes: <http://www.mexico.icao.int/CNS.html#ADS>

3.5 Los miembros del Grupo Ad-hoc y del grupo de México han continuado las actividades según el plan de acción formulado y detallado en el sitio web de la OACI.

4. Acciones Sugeridas

4.1 Se invita a la reunión a:

- a) tomar nota de la información y referencias para la implementación del ADS-B;
- b) apoyar a los Estados y grupo Ad-hoc de análisis de datos ADS-B;
- c) informar de sus planes o actividades relativas al ADS-B para consideración y participación de los demás Estados;
- d) revisar los acuerdos logrados en el taller detallado en el párrafo 3.3; y
- e) instar a participar en los grupos Ad-hoc y demás Estados en esta implementación designando un punto focal por Estado para coordinaciones futuras.

APÉNDICE
(disponible solamente en idioma inglés)

Revisado 20/09/11



INTERNATIONAL CIVIL AVIATION ORGANIZATION

ICAO NACC REGIONAL OFFICE

ICAO/FAA Workshop on ADS-B and Multilateration Implementation

(Mexico City, 6 to 8 September 2011)

SUMMARY OF DISCUSSIONS

1. Introduction

1.1 The workshop was conducted by ICAO and the United States Federal Aviation Administration (FAA). The objectives of the workshop were to assist the CAR Region States/Territories and International Organizations with the following:

- a) Provide a forum for the provision of information on the aspects to be considered in the planning and implementation of ADS-B surveillance and Multilateration (MLAT) systems;
- b) provide an overview of what industry offers on ADS-B and Multilateration system;
- c) coordinate activities in the NAM/CAR Regions to have homogeneous criteria in the analysis and data exchange of ADS-B Data; and
- d) provide guidance on these surveillance techniques within the ICAO global ATM operational concept framework

1.2 The main workshop topics were: a) Industry briefing on current status of MLAT and ADS-B systems, b) Planning and implementation aspects for ADS-B and MLAT, c) Discuss and coordination for the homogeneous criteria in the analysis and data exchange of ADS-B Data and d) Evaluation of current State status and the future activities and potential benefits with implementing MLAT and ADS-B.

1.3 The workshop followed-up on GPI-9 *Situational Awareness*, GPI-17 *Datalink Applications* and the NAM/CAR Regional Performance Based Air Navigation Implementation Plan (NAM/CAR RPBANIP) Regional Performance Objectives No. 4 *Improve ATM Situational Awareness* and No.9 *Optimization and modernization of Communication Infrastructure*, applying ICAO SARPs and guidance material as well as the Unified CAR/SAM Regional Surveillance Strategy and other ICAO reference material. The final workshop programme is available on:
<http://www.mexico.icao.int/Meetings/Seminars/ADSBMLT/Programme-ADSMLATWhspBIL.pdf>.

1.4 The participants recognized the importance of this workshop for those States involved in ADS-B trials, those analyzing surveillance options for improving their situational awareness, and those involved with the implementation of the Gulf of Mexico 50 NM Lateral Separation Reduction Initiative and West Atlantic Route System Route Restructure (WATRS plus) initiative.

1.5 The main outcomes of the workshop were the knowledge of current and up-to-date industry information regarding ADS-B and MLAT, the evaluation of technical and operational issues for implementation of ADS-B and MLAT and the recommendations for future activities to be carried out in the region. The development of these outcomes are reflected in the information provided in the workshop and the experiences presented by States (presentations), the regional references (strategy and implementation guidelines) and the technical assistance provided by the FAA.

1.6 The workshop was attended by a total of 51 participants from 9 States, 2 international organizations, 8 industry representatives and 1 airline representative. The list of participants is available at <http://www.mexico.icao.int/Meetings/ADSBMLTWorkshop.html>.

1.7 Mr. Michiel Vreedenburgh, Regional Deputy Director of the ICAO NACC Regional Office on behalf of Mrs. Loretta Martin, Regional Director of the ICAO NACC Regional Office and Mr. Jim Linney, Manager- ADS B Central Service Area of the United States Federal Aviation Administration (FAA), opened the workshop. Mr. Julio C. Siu, RO/CNS, carried out the coordination and facilitation of the event with the assistance of Mr. Jim Linney.

2. Discussions

2.1 The first workshop day was dedicated to industry presentations, starting with one ICAO presentation regarding the ICAO concepts related to ADS-B, ADS-C and MLAT, describing its capacities and limitations and making references to ICAO SARPS and guidance documentation. The industry presentations emphasized:

- Airbus briefed an overview of the capabilities of Airbus related to Surveillance performance capability. They shared that Airbus is focused on ADS-B IN applications along with benefits the customers are expecting from the system. The Airbus roadmap identified that they are planning to upgrade aircraft to the DO-260B standard on new aircraft by 2015. This may include transponder software, aircraft wiring, and/or new pin programming.
- Boeing briefed on its plans to meet the ADS-B Out Regulatory Mandates around the world. Boeing strongly encouraged Latin America States to follow Asia Pacific mandate for ADS-B Out. The Boeing plan is for ADS-B Out to be in all production aircraft by Jan 2015 and retrofit by December 2017. Boeing shared that they are waiting on the European mandate to do a production cutover through Service Bulletin by 2014. Boeing stated that ANSPs should consider investing in ADS-B ground stations that can accept both DO-260A (Version 1) and DO-260B (Version 2) aircraft messages, and ANSPs should coordinate between ANSPs to ensure global harmonization.
- Indra spoke of their portfolio of air traffic control systems, highlighting the benefits of ADS-B including its low cost and mobility, discussed Multilateralism and provided operational examples. Indra demonstrated numerous tools including data reduction and analysis of surveillance assessment tools. Indra has implemented various surveillance solutions in locations in Europe, Latin America and China. Indra also briefed on their experience with automation systems that can process ADS-B surveillance data among other surveillance sources.

— A3 —

- Era presented solutions on Multilateration and ADS-B, stating that ADS-B is certainly the future but that ANSPs can also consider Multilateration for solutions today. Era presented an integration approach of Multilateration with current systems, enhancing approach operations, as a coverage gap mitigation tool, and as an ADS-B augmentation and integrity check system. Era demonstrated MLAT/WAM solution hardware and then discussed example installations in 4 different locations.
- VNIIRA presented multiple ADS-B and MLAT/WAM surveillance solutions, including integrating performance monitoring capability. VNIIRA also provides what they call an “Intelligent surveillance sensor (ISS)” or “EMBER”. VNIIRA presented a large and diverse set of manufactured capabilities having Cuba as one of their successful implementation.
- Thales presented two technical approaches, WAM and ADS-B. Thales shared that MLAT provides a lower cost alternative to radar in most cases. Thales emphasized that the full picture of the needs for surveillance should be considered including the hardware and software needs. Thales mentioned some tradeoffs between surveillance choices, such as with WAM – it requires a large number of sites which introduce complications such as site complexities. For ADS-B, Thales mentioned asking some key questions that need to be considered, including what it is intended to be used for situation awareness or air traffic control separation, the type of airspace (with or without radar - En Route or Terminal) and regulatory requirements. Thales indicated ADS-B should consider the network and availability (coverage or other uses like Telecommunications diversity). Also ANSPs should consider what modifications are needed for ATM systems and controller tools/modifications.
- ITT presented overview of the services the FAA has awarded to ITT to provide. ITT shared that one of the reasons for the success of the program to date have to do with the maturity of the requirements which the FAA developed over 10 years of research and demonstrations efforts, as well as a technically mature system design built with a great degree of flexibility. ITT is the systems integrator, taking FAA requirements into an architecture, design and implementation. The radios were designed to account for areas of high spectrum congestion with 4 channel radios and sectored antennas and single antennas in areas of reduced congestion. ITT discussed the status of US deployment which includes 329 radios reporting on ITT’s network. ITT also shared that some of the lessons learned, including ITT identifying enhancements in the network which add to the robust nature of its capability. ITT also highlighted the WAM solutions they also deploy, which include Multilateration service today with radios that are capable of ADS-B as well. ITT added this capability by simply expanding the existing architecture the FAA can expand WAM into the service contract. Lastly, ITT shared how they have commercialized the surveillance data, where ITT can share isolated traffic data with commercial users with real-time or delayed data that the ANSP desires.
- Honeywell provided a picture of the portfolio of projects that Honeywell has been working on since the last briefing to ICAO in 2008. Honeywell worked with the FAA on Surface Indications/Alerting for cockpit applications. Honeywell shared the pilot operator feedback on ADS-B Situation Awareness displays. Honeywell also briefed the In Trail Procedures (ITP) system and that Honeywell has an approved TSO and STC for (installed on United 747’s). Honeywell is also upgrading all avionics sets to be compliant with DO-260B in the coming year(s). Honeywell shared other ideas around General Aviation aircraft benefits of UAT and they are working on cost-effective ways of providing ADS-B benefits to those customers. Honeywell is committed to ADS-B and customers are starting to demand it. Honeywell also noted that the business case varies by ANSP and operator.

2.2 The second workshop day opened with ICAO explaining the ATM Global operational concept and how ADS-B and MLAT/WAM are foreseen as enablers for situational awareness and safety improvements concepts, describing the regional references (GREPECAS) and guidelines and how the implementation is being carried out through the NACC working groups and the mandates from GREPECAS and NACC/DCAs. The current operational scenario on radar coverage and communication infrastructure was presented. The FAA described the current ADS-B implementation status in United States and the alternative surveillance systems. CANSO briefed on their cost benefit experience in Asia/PAC region and Cuba, Jamaica, Mexico, and COCESNA presented their experience in ADS-B Data collection and analysis. IATA's presentation indicated their support for ADS-B out.

2.3 The third day was dedicated to the working sessions by the participants. Complementary information was available as "Other documents" under the workshop's ICAO NACC Webpage (<http://www.mexico.icao.int/Meetings/ADSBMLTWorkshop.html>).

3. Conclusions/ Recommendations

3.1 As a result of the discussion, the workshop developed the following conclusions/recommendations to be addressed by CAR Region States/Territories/International Organizations and ICAO, as appropriate:

ADS-B Trials and Data Analysis:

1. To agree on a homogeneous ADS-B analysis criterion, an ADS-B Ad-hoc Group formed by Cuba, Jamaica, Trinidad and COCESNA and lead by the FAA and coordinated by ICAO was formed. United States will provide the Ad-hoc Group with the following:
 - i. Descriptions of ADS-B data fields in ADS-B Out messages
 - ii. United States expectations for parameters in those fields (DF17, etc. . .)
 - iii. Suggestions on which how to analyze the data analysis
2. With the criterion, States with ADS-B test sensors will verify recommended fields being collected (Trinidad & Tobago, Cuba, Jamaica and COCESNA) and inform ICAO how the ADS-B analysis criterion is being met.
3. States are invited to join the ADS-B Trials and ADS-B Ad-hoc Group implementation/ planning as to obtain the operational benefits identified by the workshop.
4. States to continue carrying out ADS-B trials in a collaborative manner, share the information for analysis and coordination activities among users in order to improve the integrity of this data, also taking into consideration the experience achieved in the Gulf of Mexico ADS-B programme by Mexico and the United States.

States:

5. ICAO guidance material (for example Aeronautical Surveillance Manual - Doc 9924), GREPECAS guidelines and the NAM/CAR Regional Performance based Air Navigation Implementation Plan (NAM/CAR RPBANIP) should be used by States while evaluating and implementing ADS-B and multilateration systems.
6. States should consider the use of MLAT/WAM for immediate benefits and ADS-B for medium term benefits as to improve/optimize radar coverage and to cover existing radar coverage gaps.
7. States and ANSPs should consider:
 - i. Internal evaluation of their surveillance service and identification of improvements with MLAT or Wide Area Multilateration (WAM)
 - ii. Consider ADS-B in their national plans
 - iii. Consider the operational benefits and opportunities with new surveillance by evaluating airspace and procedures, seeking to use new surveillance techniques to improve operations not possible with current surveillance infrastructure
 - iv. Apply the homogeneous criteria for ADS-B Data analysis to be developed by the ADS-B Ad-hoc Group
 - v. Follow-up regional guidelines for MLAT and ADS-B implementation and
 - vi. Follow-up NAM/CAR Working Groups tasks on the Regional Performance Objectives for situational awareness improvements and CNS infrastructure implementation;
8. States and ANSPs should continue the coordination and exchange of operational and technical issues to detail the future actions and activities to continue ADS-B and MLAT activities. This work shall be carried out by the initially identified PoCs:

Name	Telephone / E-mail
Steve Solano B. Director de Navegación Aérea, DGAC Costa Rica	Tel. + (506) 2231-4924 E-mail ssolano@dgac.go.cr
Carlos Miguel Jiménez Guerra Especialista CNS, Instituto de Aeronáutica Civil de Cuba (IACC)	Tel. +1 (537) 838-1121 / 383-1146 E-mail carlosm.jimenez@iacc.avianet.cu
Rudy Jean-Marie Mahault Dit Electronic Engineer, Office National de l'Aviation Civile (OFNAC)	Tel. +1 (509) 3886-3281/3906 6221 E-mail rmahault2@hotmail.fr / mahaulttrudy@gmail.com
Derrick Grant CNS Engineer, Jamaica Civil Aviation Authority (JCAA)	Tel. +1 (876) 960-3948 E-mail dgrant@jcaa.gov.jm
José Gil J. Jefe del Depto. Control de Tránsito Aéreo, Dirección General de Aeronáutica Civil Mexico	Tel. +(52) (55) 5723-9300 - 5482-4100 ext. 18074 E-mail jjgiljim@sct.gob.mx
José de Jesús Jiménez Medina Jefe de Sistemas de Detección Radar (DISDA), Mexico SENEAM	Tel. +(52) (55) 5786-5536 E-mail Jefatura_radar_disda@sct.gob.mx sasin_mx@yahoo.com
Saiman Morales Gutiérrez Inspector de CNS/ATM, Instituto Nicaraguense de Aeronáutica Civil (INAC)	Tel. +(505) 2276-8580 E-mail capacitacion@inac.gob.ni ; atm@inac.gob.ni
Fredy A. Ruiz Lara Encargado Depto. de Navegación Aérea, Instituto Dominicano de Aviación Civil (IDAC)	Tel. +1 (809) 274-4322 ext. 2086 E-mail fredy.ruiz@idac.gov.do
Gunness Sonnilal Telecommunications & Electronics Engineer, Trinidad and Tobago Civil Aviation Authority	Tel. +1 (868) 669-4706 E-mail gsonnilal@gmail.com
Jim Linney Manager, ADS-B Central Service Area, Federal Aviation Administration (FAA)	Tel. +1 (817) 222- 655 E-mail jjim.linney@faa.gov
Wilmer J. Flores Zeitun Jefe Área Técnica, Estac. Regional Honduras, COCESNA	Tel. + 504 2234-3360, ext.1474 E-mail wflores@cocesna.org ; wjose77@yahoo.com
Javier Alejandro Vanegas Director para Latinoamérica y el Caribe (CANSO)	Tel. + (52) 55 5786-5512 E-mail lamcar@canso.org ; javier.vanegas@canso.org

9. States/Territories/International Organizations should follow-up the conclusions/ recommendations resulted from this ADS-B and Multilateral Implementation workshop, under the work programmes of the corresponding NAM/CAR Working Groups, and will also be reported to the GREPECAS ATM Automation and Situational Awareness Programme for future regional planning and implementation.
10. Considering that training and development of the human resources is an essential factor for the success implementation and conduction of ADS-B and MLAT aspects, CAR States/Territories/International Organizations should identify training needs and their capacity to satisfy these needs. In this regard, States/Territories/International Organizations are encouraged to consider this aspect and inform ICAO regarding this issue, particularly on the forthcoming Training centres meeting to be held on the 1st Quarter of 2012 in the ICAO NACC Regional Office.
11. Trinidad and Tobago informed of: a) a their new Mode S radar, b) fused ADS-B from one sensor into ATM automation is considered, c) Radar service will continue with WAM as stepping stone to ADS-B and d) the specific geography in the E/CAR is a concern for this implementation.
12. Dominican Republic informed: of a) their 3 radars in operations (two of which have Mode-S capability) and one more planned, b) ATM automation planned to be completed in the near term is not ADS-B compatible, c) are interested on advice from States who have experience to help with ADS-B trials (Cuba and U.S.) and d) Radar data sharing with U.S. and Curacao in process.
13. Haiti informed that a) Radar, ATM automation, and ADS-B have not been implemented, b) Plan in place for ATM automation and radar and c) for terminal airspace, ADS-B is being considered.
14. Jamaica informed that a) Radar and ATM automation in place, b) Plans to upgrade ATM automation for ADS-B, c) ADS-B Test sensor in place and plans for additional data collection, d) Further analysis to determine if next step is ADS-B direct or intermediate step with MLAT and e) Continue technical cooperation with neighbouring States, including Haiti, Cuba, & CENAMER.
15. Cuba informed of their a) 6 Radar and ATM automation in place, b) short term plan to upgrade automation for ADS-B, c) ADS-B test sensors collocated with radars, d) Plan is to continue data collection and e) Due to geography constraints, WAM is not under consideration and MLAT for terminal use is being studied.
16. Costa Rica informed their interest for studying, implementing, feasibility and impact of the new surveillance techniques such as MLAT to improve the surveillance at the low airspace level for Juan Santamaria Airport operations in San José, Costa Rica.
17. México manifested their will with COCESNA to share another radar data feed different from Belize under the current Radar Data MoU, for which radar coverage and coordinates from adjacent radars to Mexico are to be analyzed.
18. Mexico and COCESNA will coordinated with ICAO the activities for making the Mode S Radar information operational, so further coordination and agreement will be made through ICAO.
19. Recognizing the importance of the airlines role in the ADS-B activities, COCESNA identified the need for a meeting with airspace users to show the operational benefits, implementation aspects, current status and the short and medium term planning for the Central American Region. COCESNA will coordinate with ICAO for arranging such a meeting.

— A7 —

United States/ FAA:

20. In facilitation for technical support on ADS-B activities from United States, FAA will draft a sample letter for states to allow them to quickly and easily request this support (expected October 2011);
21. For those States evaluating ADS-B data, FAA will provide a report to ICAO, capturing historical ADS-B data analysis from previous monitoring and a white paper identifying details and recommendations for data collection. This action will support ADS-B Ad-hoc Group activities.
22. FAA will support States who wish to visit the United States to view architecture by providing access to an FAA ADS-B facility for demonstrations and education
23. FAA and SENEAM (Mexico Work Group) enter into an agreement to install jointly beneficial ADS-B infrastructure in Mexico to support seamless ADS-B coverage over the entire Gulf of Mexico, along with collaboration on VHF Communications services in the region. This agreement can be a template for cooperative agreements with other states. An initial Mexico Team Group Meeting has been scheduled for 18 October 2011 at SENEAM premises at 10:00 am. SENEAM, Aeromexico, Mexico DGAC and United States will attend. ICAO will support the coordination of these activities. (expected December 2011)
24. FAA will provide for the Mexico Work Group support of the following items:
 - i. Draft agreement with industry to consider as a sample (expected October 2011)
 - ii. Business case data showing the sources for benefits to consider (expected October 2011)
 - iii. Avionics research results for Aeromexico aircraft to find out readiness for ADS-B capability based on information provided by Aeromexico during the seminar (expected November 2011)
 - iv. With the coordination of ICAO, the results of this initial meeting will be copied to the CAR States for similar meeting in the CAR Region.
25. To improve continuous surveillance coverage in the United States Caribbean Oceanic airspace, United States requests ICAO's support for the coordination in the implementation of an ADS-B agreement for service in the Caribbean with Turks and Caicos and Bahamas.
26. A sample of real time ADS-B data being collected in the United States is available from multiple sources, including FAA legacy radio stations and from ITT via the new ADS-B radio stations. States interested in access to this data are encouraged to contact the FAA.

ICAO:

27. ICAO to promote the establishment of an agreement among CAR States and United States for the continued collaboration between states on ADS-B and Multilateral surveillance harmonization. The agreement will allow technical support, data sharing and as a collaborative framework for cooperation. It will include development of a regional harmonization plan and agreement on standard requirements for ADS-B in the CAR region, with the objective to ensure that ADS-B solutions are harmonized in the region by ensuring states agree and commit to a common standard for ADS-B.
28. ICAO to lead the CAR states in the research and planning for the development of regional and targeted implementation of ADS-B that support states improving surveillance and situational awareness and to include cost-sharing for common benefit implementations.
29. The Meeting took note of CANSO proposal to assist the Region to carry out a cost benefit analysis as experienced with the Asia/PAC Region. This proposal will be coordinated by ICAO through the NACC/WGs.